

**Locomotives of  
The Chicago, Burlington  
& Quincy Railroad  
1855-1904**

**Part 2**

*CH. K. Cheary*  
\_\_\_\_\_  
*July 16-1937*

**COPYRIGHT 1937**  
BY THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.

ISSUED BY

THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY, INC.  
BAKER LIBRARY, HARVARD BUSINESS SCHOOL  
BOSTON, MASSACHUSETTS

JULY, 1937

*Price for Members \$1.00*

*Price for Non-members \$2.00*

*Officers and Directors of the Railway and Locomotive  
Historical Society, Inc.*

---

CHAS. E. FISHER, *President*  
51 Newbury St., Newton Centre, Mass.

SIDNEY WITHERINGTON, *Vice President*  
7 Briar Lane, New Haven, Ct.

WARREN JACOBS, *Secretary*  
South Station, Boston, Mass.

HAROLD S. WALKER, *Assistant Secretary*  
P. O. Box #65, Beach Bluff, Mass.

GEO. P. BECKER, *Treasurer*  
96 Avon Hill St., Cambridge, Mass.

JOHN W. MERRILL, *Curator*  
40 Broad St., Boston, Mass.

W. R. FOGG, *Director*  
26 Monadnock St., Boston, Mass.

EDWARD HUNGERFORD, *Director*  
230 Park Ave., New York, N. Y.

A. SHELDON PENNOVER, *Director*  
114 East 66th St., New York, N. Y.

---

G. W. BISHOP, *Resident European Director*  
12 Queen's Road, Kenilworth, Warwickshire, England

D. L. JOSLYN, *Resident Western Director*  
2164 Castro Way, Sacramento, Calif.

PROF. EDWARD C. SCHMIDT, *Mid-Western Representative*  
905 West California Ave., Urbana, Illinois

GILBERT H. KNEISS, *Pacific Coast Representative*  
18 Forest Lane, Berkeley, Cal.

ROBERT R. BROWN, *Eastern Canadian Representative*  
700 St. Catherine St., West, Montreal, P. Q., Canada

NORMAN THOMPSON, *Western Canadian Representative*  
Box No. 2004, Winnipeg, Manitoba, Canada

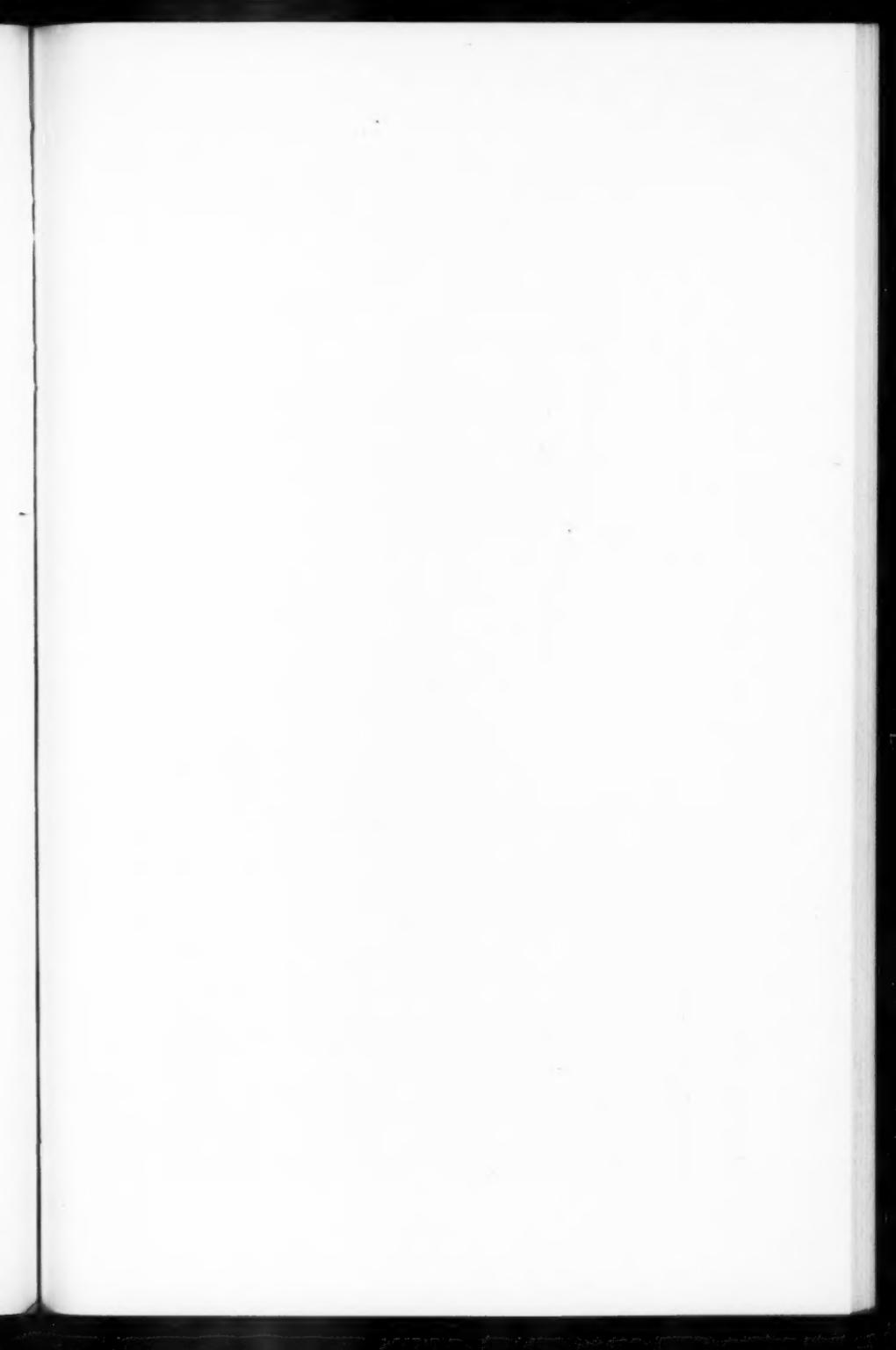
D. S. BARRIE, *British Representative*  
62 Longland Drive, Totteridge, N. 20, London, England

CARLTON PARKER, *Exchange Manager*  
45 Warren St., Newton Center, Mass.

---

ROBERT C. SCHMID, *Secretary, New York Chapter*  
P. O. Box No. 434, Grand Central Annex, New York, N. Y.

D. W. YUNGNEYER, *Secretary, Chicago Chapter*  
5116 Dorchester Ave., Chicago, Illinois.





C. B. & Q. #1370. The First Inspection Engine. Rebuilt Aurora Shops about 1899.

Courtesy of F. A. Cole

# The Railway and Locomotive Historical Society, INC.

---

## COMMITTEE IN CHARGE OF PUBLICATIONS.

---

CHAS. E. FISHER, *Editor*

O. KUHLER, *Art Editor*

ROBERT C. SCHMID, *Chairman, Eastern Committee*

C. B. CHANEY

C. F. GRAVES  
H. E. NICHOLS

W. A. LUCAS

PROF. E. C. SCHMIDT, *Chairman, Mid-West Committee*

PROF. T. D. CLARK

D. L. JOSLYN, *Chairman, Western Committee*

G. H. KNEISS

S. F. MERRITT

S. H. TRUITT

ROBERT R. BROWN, *Chairman, Canadian Committee*

W. T. COMLEY

J. H. EDGAR  
NORMAN THOMPSON

W. M. SPRIGGS

G. W. BISHOP, *Chairman, Foreign Committee*

F. ACHARD

E. METZELTIN  
J. W. SMITH

E. ANDRE SCHEFER

---

Last summer the Society published the roster of locomotives of the Chicago, Burlington & Quincy R. R. from 1904 to 1935 and now the early locomotives of that road and its subsidiaries appears in Part II. In order to follow the early locomotives through their renumbering as shown in Part I, the road number of 1904 is indicated in this publication. Records of some of these early roads leave much that is to be desired but the information as presented is as complete as we can make it at this late day. The appearance of this publication completes the data on this road and we trust it will be of genuine use and value to our members and readers.

To the two members of this Society who searched for and arranged this information we wish to express our gratitude for their labors. At their own request, they have wished that their names not be published, but a work of this kind is monumental and they should be warmly commended for their labors. Also, they desire to express their appreciation to the officials of the Chicago, Burlington & Quincy R. R. in being privileged to consult their records and to the American Locomotive Co. and Baldwin Locomotive Works for furnishing data which was not contained in the records of the company.

## Burlington Locomotives

The Chicago, Burlington & Quincy Railroad, popularly known as "The Burlington", is the product of over two hundred separate railroads. Many of these existed on paper only. Others were lines that were built by the Burlington under separate charters and many were built by private interests. These railroads were incorporated into the Burlington System in various ways, some by consolidation, others by the purchase of the stock and some by perpetual lease, while others were acquired at foreclosure sales. Four of the early railroads built in Illinois were the nucleus of the Burlington System. These were small local projects organized by the citizens of different communities and making very little progress until they were eventually completed with the aid of Eastern capital.

Thirty-seven miles west of Chicago on the main line of the Burlington is the city of Aurora, Illinois, which has had a very prominent part in the history of the railroad. In fact, it is the birthplace of the Burlington. Extending northward from Aurora, following the Fox River valley for several miles and terminating at West Chicago, is a twelve-mile branch line, which has in recent years been reduced to almost the status of a switch track serving several industries, but from an historical standpoint it is the most interesting part of the Burlington System, for this is the original line, the old Aurora Branch Railroad, built in 1850, and which for several years served as part of the main line between Aurora and Chicago.

The *Aurora Branch Railroad* was organized by the citizens of Aurora, being granted a charter by special act of the legislature on February 12, 1849, to build a railroad from Aurora to Turner Junction (now West Chicago), where it was to connect with the Galena & Chicago Union Railroad, thereby making connections with the shipping on Lake Michigan. The Galena road had built westward from Chicago, starting in 1848, and was busy extending their line toward Freeport. Construction of the Aurora Branch Railroad was started in December, 1849, but the line was not completed until September, 1850. M. W. Baldwin, in his "Story of the Burlington" quotes an Aurora newspaper of the times, as follows:

"Second-hand strap rails were purchased and used, the directors becoming personally responsible for their payment. A second-hand engine and passenger car was purchased, and with some freight cars belonging to the Galena road, the enterprise was set in motion."

The Galena road having very few locomotives at that time, the Aurora Branch Railroad soon found it necessary to make arrangements for running its own trains into Chicago over the tracks of the Galena road. This arrangement continued for several years, the records of the Burlington show from October 21, 1850 to May 20, 1864. The entrance to Chicago may have had considerable bearing on the future of the road, for in 1852 the Michigan Central completed their line to Chicago, after a bitter struggle with a rival road and as this rival was backing a rail-

road that was building to the west, it was only natural that the Michigan Central would seek a western connection. The men who had built the Michigan Central decided to furnish the capital to extend the Aurora Branch Railroad to a connection with several other roads which were in various stages of construction and which when completed would make a line from Chicago to the Mississippi River. With this in view the Aurora Branch Railroad was reorganized, the capital stock increased and on June 22, 1852 the name was changed to the *Chicago & Aurora Railroad*. Construction was soon started on the extension to Mendota, which was completed on October 20, 1853. The Central Military Tract Railroad with which it was planned to make connections at Mendota was not completed until the following year, and as a result, the Chicago & Aurora was operated in the meantime as a local line from Chicago to Mendota.

The *Central Military Tract Railroad* had been organized by the citizens of Galesburg in 1851. This company had originally planned a connection with the Rock Island & LaSalle Railroad (now Rock Island Railroad). An amendment to its charter dated June 19, 1852 authorized it to build in a northeasterly direction to a connection with any railroad extending to the City of Chicago. Like most local projects the main problem was financial and so with capital furnished by the Chicago & Aurora the road was completed to Mendota on December 7, 1854.

The name, "*Chicago, Burlington & Quincy*" came into being for the first time on February 14, 1855, this name being adopted in preference to Chicago & Aurora, and on July 9, 1856 the Chicago, Burlington & Quincy and Central Military Tract Railroads were consolidated under the name of the former. Prior to this consolidation both roads had furnished capital to complete two different railroads from Galesburg to the Mississippi River, the *Northern Cross Railroad* from Galesburg to Quincy, and the *Peoria & Oquawka* from Galesburg to the Mississippi River opposite Burlington, Iowa, both completed in 1855. This latter line had been leased jointly by the C. B. & Q. and C. M. T. for a period of three years. The Peoria & Oquawka Railroad had been organized in 1849 to build a railroad from Peoria via Galesburg to the town of Oquawka on the Mississippi River, but the western terminus was later changed. That part of the Peoria & Oquawka between Galesburg and Peoria was not completed until 1857.

The Northern Cross Railroad was built under the charter of the original Northern Cross Railroad. On February 10, 1857 it was reorganized under the name of the *Quincy & Chicago Railroad*.

On May 20, 1864 the C. B. & Q. completed its own tracks from Aurora to Chicago and the original part of the road, the old Aurora Branch Railroad, thus became a branch line. On June 24, 1864 the Peoria & Oquawka Railroad was consolidated with the C. B. & Q. and on July 30, 1865 the Quincy & Chicago was absorbed into the system. The Chicago, Burlington & Quincy was by this time a railroad of 400 miles, all in Illinois, and with the conclusion of the Civil War the development of the system was carried on with renewed activity.

The *Burlington & Missouri River Railroad*, extending across the State of Iowa was completed in 1870 through financial aid of the C. B. & Q. This road was consolidated with the C. B. & Q. in 1875 and is now part of the main line to the west. The *St. Louis, Rock Island & Chicago Railroad* was leased in 1876 and eventually absorbed into the system. This road extended from St. Louis to Sterling, Illinois, with a branch to Rock Island. Part of this line has since become a very important part of the Burlington. Numerous branch lines were built in Illinois and Iowa, many under separate charters, but absorbed by the C. B. & Q., either through perpetual lease or purchase of the stock.

In 1880 the Chicago, Burlington & Quincy was consolidated with the *Burlington & Missouri River Railroad in Nebraska*. At about the same time a controlling interest was acquired in several other roads, the *Kansas City, St. Joseph & Council Bluffs Railroad*, the *Hannibal & St. Joseph Railroad*, the *St. Louis, Keokuk & Northwestern Railroad* and the *Burlington & Southwestern Railroad*.

These five roads were operated as separate railroads under their respective names for a great many years. The Burlington & Southwestern was reorganized under the name of the Chicago, Burlington & Kansas City Railroad in 1881. Under the name of the Burlington & Missouri River Railroad the development of the system was carried on west of the Missouri River. The line was extended to Denver in 1882 through consolidation with certain lines and the building of others. Many branch lines were built and several smaller roads purchased, and in 1894 the line to Billings, Montana, was completed. By 1904 the Burlington and Missouri River Railroad had developed into a system of over 3500 miles under its own name.

The *Chicago, Burlington & Northern Railroad* was completed in 1886. This line extended from Oregon, Illinois, to St. Paul and Minneapolis, with a branch from Savanna to Fulton, Illinois. A controlling interest was acquired by the C. B. & Q. in 1890 and by using the old Chicago & Iowa Railroad, another controlled road from Oregon to Aurora, connections were made with the main line, thus making a through line from Chicago to the Twin-Cities. The Chicago & Iowa was absorbed by the C. B. & Q. in 1892 and in 1899 the C. B. & N. was purchased outright.

The *Humeston & Shenandoah Railroad* extending eastward from Shenandoah across the extreme southern part of Iowa was taken over by the C. B. & Q. in 1896, after having been operated jointly with the Wabash for several years. The Keokuk & Western was purchased in 1898. This not only completed this southern route to the Mississippi River at Keokuk but also included a north and south line from Des Moines, Iowa, to Gainesville, Missouri.

This, briefly, is the outline of the Burlington to 1904. During these years a great many locomotives had been owned, not only by the Chicago, Burlington & Quincy, but by the subsidiary roads which were operated as separate railroads for several years. As the Chicago, Burlington & Quincy was the oldest and the road with which so many of the early roads were consolidated, we will consider the locomotives of the C. B. & Q.

first and follow with the lists of the controlled roads. The records for some of these are not as complete as others. Space does not permit giving a complete list of all of the railroads that have been incorporated into the Burlington System nor a complete history of those that are mentioned, but we have tried to give a brief outline of those roads which owned locomotives. These notes will be found in their respective places in the lists.

The lists are compiled from information in the files of the Railroad, supplemented by such information as is contained in the early reports of the directors that are on file at the Baker Library of the Harvard Business School, and the early records of the builders. Having used every means at our disposal, we still find certain items missing from the records which will be commented on at the proper time. We ask the indulgence of our readers on this score.

---

### **Locomotives of Chicago, Burlington & Quincy Railroad**

The first available list of the locomotives of the Chicago, Burlington & Quincy Railroad is one that is given with the report of the directors dated May 1, 1858. By this time, the original name of the road had been changed from the Aurora Branch Railroad to the Chicago & Aurora Railroad and again to the Chicago, Burlington & Quincy Railroad and a consolidation made with the Central Military Tract Railroad. Unfortunately this list does not make any distinction as to the original owner of the locomotives. Probably the locomotive of most interest is the first locomotive of the Aurora Branch Railroad, as this is the first locomotive owned by the Burlington System. It seems to be generally agreed that it was a small second-hand engine, but no information is available as to its identity. In consulting the 1858 list, which is reproduced on the following pages, we find two of the locomotives were built prior to 1850, the "Pigeon", a Baldwin of 1837, and the "Rocket", built by Hinkley & Drury in 1846. Therefore, both of these become candidates for the honor of being the first locomotive of the Burlington, but in consulting the early reports of the Galena & Chicago Union Railroad, we find that in 1853 the engine "Winnebago" was traded to the Chicago & Aurora Railroad for the engine "Whittlesey". Therefore, in this engine "Whittlesey" we have another candidate for the "first engine." Having been traded in 1853, we have no data on this engine in the Burlington records, but the records of the Galena road show it to have been built by Norris & Bros. in 1849, and after having been rebuilt by the Galena road, the dimensions are given as Cyls.  $12\frac{1}{2} \times 20$ ", Drivers 54" and Weight 12 Tons. The wheel arrangement is not given except that it had 4 drivers, but the weight would indicate that this was a very small engine. On account of its small size and the name, it is our opinion that the "Whittlesey" was the first engine used on the Aurora Branch Railroad. The "Pigeon" and "Rocket" were probably received later and probably from the Michigan Central Railroad.

It may be of interest to our readers that the engine "Whittlesey" was renamed "J. B. Turner" when rebuilt by the Galena road and that when the Galena & Chicago Union and Chicago & Northwestern Railroads were consolidated in 1864, the C. & N. W. also had an engine named "J. B. Turner". The "J. B. Turner" of the Galena road was then changed to the "Union", No. 5. and was in service on the C. & N. W. until about 1875. The engine "Winnebago" received from the Galena road is shown on the 1858 list of the Burlington as "No. One". Both the records of the Galena road and of the Amoskeag Mfg. Co. show this to have been the twenty-ninth engine built by that company and to have been built in 1851.

The only other locomotives of the Aurora Branch Railroad of which we have any record are some that are listed in the records of the Amoskeag Co. These are listed as having been built in 1853, and by that time the name of the road had been changed to the Chicago & Aurora Railroad. We assume that these were ordered by the Aurora Branch at about the time that eastern men became interested in the road and that the name of the road was changed before they were delivered. The engines are listed in the Amoskeag records, as follows:

Shop No.	Name	Date	Cyls.	Drs.	No. Connected
94	"Whirlwind"	7-26-1853	16x20"	72"	4 Inside
95	"Tempest"	7-25-1853	16x20"	72"	4 Inside
96	"La Salle"	9-15-1853	16x20"	72"	4 Inside
97	"Mendota"	9- 9-1853	16x20"	72"	4 Inside
98	"Batavia"	6-20-1853	15x20"	54"	4 Outside
99	"Aurora"	6-29-1853	15x20"	54"	4 Outside
100	"Little Indian"	6-29-1853	15x20"	54"	4 Outside
101	"Little Rock"	10-25-1853	15x20"	54"	4 Outside
102	"Big Indian"	10-26-1853	16x22"	48"	6 Outside
103	"Big Rock"	11-21-1853	16x22"	48"	6 Outside

The names, "La Salle", "Mendota", "Big Indian" and "Big Rock" were evidently changed as they do not appear on the list of 1858. The only locomotives shown in the records of the builders as having been built for the Chicago & Aurora Railroad is one by the Manchester Locomotive Works and two by the Rogers Works.

Manchester	#3	"Troubadour"	4-11-1855	15x20"	66"	Wt., 48,000#
Rogers	#559	#57	1-24-1855	14½x22"	60"	
Rogers	#561	#58	1-30-1855	14½x22"	60"	

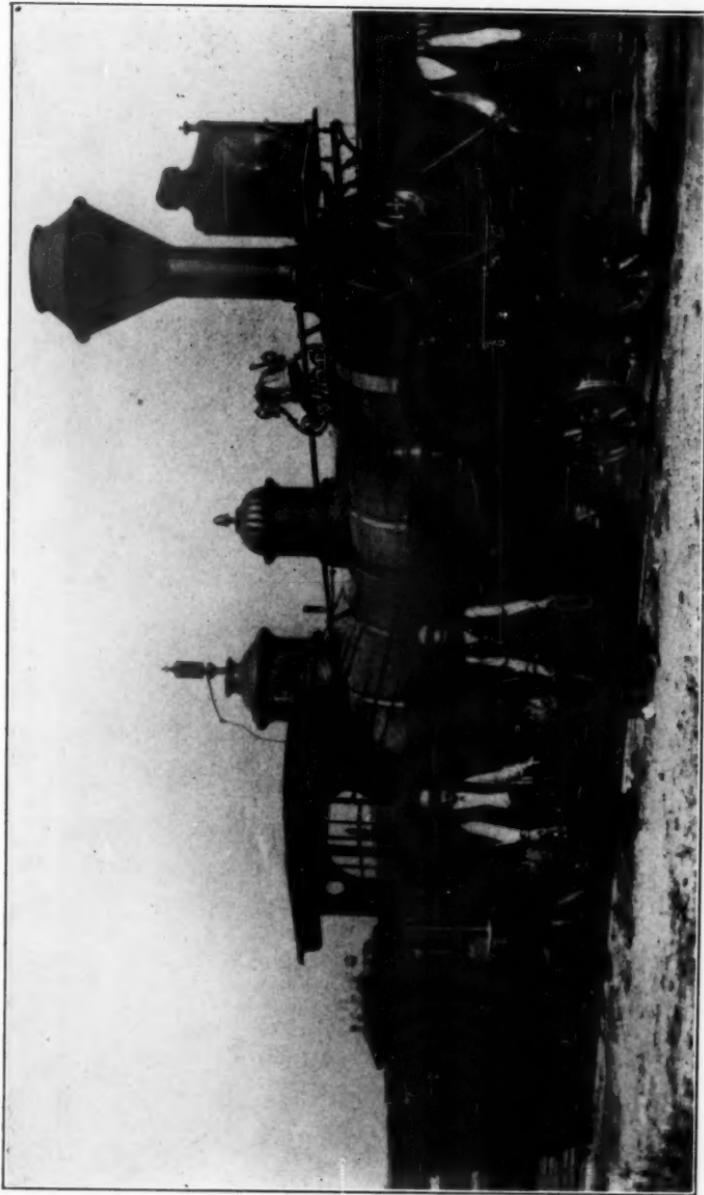
The "Troubadour" was delivered after the name of the road had been changed to Chicago, Burlington & Quincy.

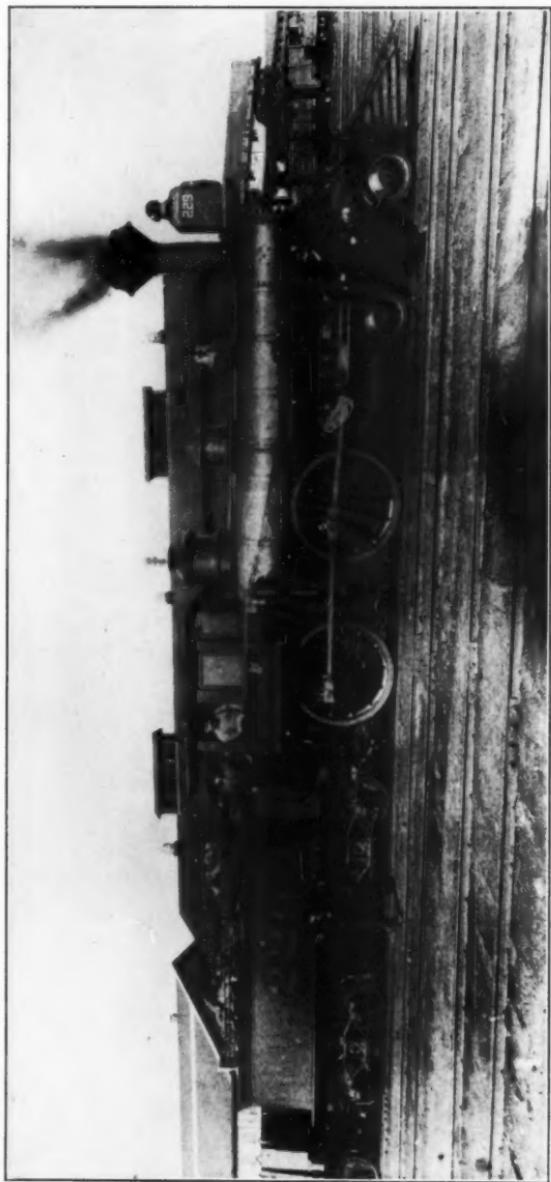
The records of the Manchester Works show the following locomotives as built for the Chicago, Burlington & Quincy during 1855 and 1856.

Shop No.	Name	Date	Cyls.	Drs.	Weight
5	"Tarter"	5-10-1855	15x20"	60"	48,000#
6	"Talisman"	5-10-1855	15x20"	68"	48,000#
15	"North Wind"	8-18-1855	16x20"	68"	48,000#
16	"South Wind"	10-11-1855	16x20"	68"	
17	"West Wind"	10- 2-1855	16x20"	68"	
18	"Grey Eagle"	9-13-1855	16x20"	68"	
19	"Golden Eagle"	10-25-1855	16x20"	68"	

Courtesy of Osgood Studio

C. B. & Q. "Starlight" #14, New Jersey L. W. 1857.





C. B. & Q. #2229. Manchester, 1874. Freight Service.

24	"Wataga"	2-19-1856	15x22"	54"	
34	#52	7-18-1856	15x24"	60"	60,000#
35	#53	8-11-1856	15x24"	60"	60,000#
36	#54	9- 8-1856	15x24"	60"	60,000#
37	#55	9-18-1856	15x24"	60"	60,000#
38	#51	9-18-1856	15x24"	60"	60,000#
39	#50	9-18-1856	15x24"	56"	60,000#
40	#49	1856	15x24"	56"	60,000#
41	#48	1856	15x24"	56"	60,000#
42	#47	1856	15x24"	56"	60,000#
43	#56	1856	15x24"	56"	60,000#

The only discrepancy in this list is that the engine "South Wind" does not appear in the 1858 list of the C. B. & Q., nor is there a Manchester engine that can be considered as having been this engine, as all of the Manchester engines on the 1858 list are accounted for. Therefore, this was either sold prior to 1858 or was not delivered to the C. B. & Q. when new.

### Locomotives of the Chicago, Burlington & Quincy, May 1, 1858

		Drs. Conn.	Fuel	Cyls.	Drs.	Wt. Tons
Stag Hound	Amoskeag	1855	4 I. C. Wood	16x20"	66"	28
Fox Hound	Amoskeag	1855	4 I. C. Wood	16x20"	66"	28
Grey Hound	Amoskeag	1855	4 I. C. Wood	16x20"	68"	28
West Wind	Manchester	1855	4 I. C. Wood	16x20"	66"	28
North Wind	Manchester	1855	4 I. C. Wood	16x20"	66"	28
Grey Eagle	Manchester	1855	4 I. C. Wood	16x20"	66"	28
Golden Eagle	Manchester	1855	4 I. C. Wood	16x20"	66"	28
Antelope	Amoskeag	1853	4 I. C. Wood	16x20"	72"	26
Reindeer	Amoskeag	1853	4 I. C. Wood	16x20"	68"	26
Panther	Amoskeag	1853	4 I. C. Wood	16x20"	60"	26
Roebuck	Amoskeag	1853	4 I. C. Wood	16x20"	66"	26
Troubadour	Manchester	1855	4 O.C. Wood	15x20"	68"	27
Talisman	Manchester	1855	4 O.C. Wood	15x20"	60"	27
Cossack	Manchester	1855	4 O.C. Wood	15x20"	60"	26
Tarter	Manchester	1855	4 O.C. Wood	15x20"	60"	26
Whirlwind	Amoskeag	1853	4 I. C. Wood	16x22"	60"	25
Hurricane	Amoskeag	1853	4 I. C. Wood	16x20"	72"	25
Tornado	Amoskeag	1853	4 I. C. Wood	16x20"	60"	25
Tempest	Amoskeag	1853	4 I. C. Wood	16x22"	60"	25
Garden City	Chicago L. W.	1854	4 O.C. Wood	15x22"	60"	26
Stranger	Chicago L. W.	1854	4 O.C. Coal	15x22"	60"	26
No. 58	Rogers K. & G.	1855	4 O.C. Wood	15x22"	60"	26
No. 57	Rogers K. & G.	1855	4 O.C. Wood	14½x22"	60"	26
No. 56	Manchester	1856	4 O.C. Coal	15x24"	60"	29
No. 55	Manchester	1856	4 O.C. Coal	15x24"	60"	29
No. 54	Manchester	1856	4 O.C. Coal	15x24"	60"	29
No. 53	Manchester	1856	4 O.C. Coal	15x24"	60"	29
No. 52	Manchester	1857	4 O.C. Coal	16x24"	57"	30
No. 51	Manchester	1857	4 O.C. Coal	16x24"	57"	30
No. 50	Manchester	1857	4 O.C. Coal	16x24"	57"	30
No. 49	Manchester	1857	4 O.C. Coal	16x24"	57"	30
No. 48	Manchester	1857	4 O.C. Coal	16x24"	57"	30
No. 47	Manchester	1857	4 O.C. Coal	16x24"	57"	30
Wataga	Manchester	1855	4 O.C. Coal	15x22"	54"	28

		Drs.	Conn.	Fuel	Cyls.	Drs.	Wt.Tons
Aurora	Amoskeag	1853	4	O.C.	Coal	15x22"	56" 25
Arab	Manchester	1855	4	O.C.	Wood	15x20"	60" 26
Corsair	Manchester	1855	4	O.C.	Wood	15x20"	60" 26
Batavia	Amoskeag	1853	4	O.C.	Wood	15x22"	54" 24
Excelsior	Amoskeag	1853	4	O.C.	Wood	15x22"	54" 24
Little Indian	Amoskeag	1853	4	O.C.	Coal	15x22"	54" 25
Lion	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
Tiger	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
Samson	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
Brown Bear	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
White Bear	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
Black Bear	Amoskeag	1855	6	I. C.	Wood	16x20"	46" 28
Titan	Amoskeag	1854	6	I. C.	Wood	16x20"	46" 27
No. 59	Detroit L. W.	1855	6	I. C.	Wood	16x20"	46" 28
No. 60	Detroit L. W.	1855	6	I. C.	Wood	16x20"	46" 28
Challenge	Amoskeag	1853	4	O.C.	Wood	16x22"	56" 28
Invincible	Amoskeag	1853	4	O.C.	Coal	16x22"	56" 29
Starlight	New Jersey L. W.	1857	4	I. C.	Coal	16x20"	58" 32
Moonlight	New Jersey L. W.	1856	4	I. C.	Coal	16x20"	56" 32
Daylight	New Jersey L. W.	1854	6	I. C.	Wood	16x20"	46" 28
E. Corning	Schenectady	1852	4	O.C.	Wood	14½x22"	60" 22
Rocket	Hinkley & Drury	1846	4	I. C.	Wood	15x18"	60" 19
Pigeon	M. W. Baldwin	1837	2	O.C.	Wood	13x16"	60" 14
No. One	Amoskeag	1851	4	I. C.	Wood	14x20"	48" 19

### Locomotives of C. B. & Q. R. R.

We have the following notes on locomotives built for the Central Military Tract Railroad by the Amoskeag Works in 1853.

Shop No.	Name	Date	Cyls.	Drs.	Weight	Connected
83	"Antelope"	10-22-1853	16x20"	72"	48,000#	Inside
84	"Reindeer"	10-20-1853	16x20"	72"	48,000#	Inside
85	"Panther"	11-11-1853	16x20"	72"	48,000#	Inside
86	"Gazelle"	11-17-1853	16x20"	72"	48,000#	Inside
87	"Roebuck"	12-31-1853	16x20"	72"	48,000#	Inside

All of this group carried their original names through the consolidation with the C. B. & Q., except the "Gazelle". The records of the Manchester Works show three locomotives built for the Central Military Tract Railroad and it is of interest that the first locomotive built at these Works were included in this order. All three engines appear on the 1858 list.

1	"Cossack"	3-24-1855	15x20"	60"	48,000#
2	"Corsair"	3-24-1855	15x20"	60"	48,000#
4	"Arab"	4-11-1855	15x20"	60"	48,000#

From these brief notes of the records of the builders, we are able to determine the original owner of some of the engines shown on the 1858 list. Had the original names been retained or had the shop numbers been given with the 1858 list, many more could be identified. Then too, there are some discrepancies in the dimensions, as well as in the wheel arrangement. The discrepancies in the names as shown in the records of the

builders and those of the railroad is probably due to the apparent tendency of the road to adopt names suggestive of high speed or great strength. It is not surprising that some of the seventy-two inch drivers were changed, as those light engines with drivers of that size were no doubt found to be very "slippery". The discrepancies in the wheel arrangement may even have been the result of some of the ten-wheel engines having been rebuilt to eight-wheel type.

It is to be regretted that we do not have more information on the locomotives of the Central Military Tract Railroad. Dr. William J. Petersen, writing for the State Historical Society of Iowa in their "Palimpsest" for November, 1933, states that on April 30, 1856 the Central Military Tract owned 19 locomotives, six first-class passenger cars and two baggage cars, also a total of 217 freight cars of various kinds. Therefore, in addition to those listed above, any of the locomotives shown on the 1858 list for which we have no definite record can be considered as possibilities as having been owned by the Central Military Tract.

The records of the Amoskeag Company list six locomotives as built for the Northern Cross Railroad in 1854. These were inside connected engines with six drivers 46 inches in diameter, cylinders 16x20" and named "Titan", "Jupiter", "Saturn", "Mars", "Pluto" and "Neptune". No locomotives of this description show in the list of those received from the Quincy & Chicago Railroad in 1865, but we do have similar engines in the C. B. & Q. list of 1858, one with the name "Titan". Therefore, we assume that these six engines were taken by either the C. B. & Q. or the C. M. T. when delivered.

Four locomotives were built for the C. B. & Q. by the Detroit Locomotive Works in 1857, but due to some controversy, they were not accepted until 1859, and for that reason do not show on the 1858 list. They were assigned numbers 43 to 46 when received. In 1860 several of the locomotives were leased to the Grand Trunk Railroad. The "Cossack", "Corsair", "Troubadour", "Arab", "Tarter" and No. 57. Evidently five of these were eventually purchased as the No. 57 was the only one returned. The Grand Trunk was a wide gauge railroad in those days, but Mr. Robert R. Brown informs us that these locomotives were evidently used on the Detroit Extension Railroad, a standard gauge subsidiary of the Grand Trunk Railroad. The Detroit Extension Railroad had engines of this description which were in service until about 1873. The locomotives of the Peoria & Oquawka and Quincy & Chicago Railroads were received in 1865 and 1866. The names and other data corresponds with the only records we have of the builders, except for the six engines mentioned previously, and as the old names and numbers as assigned by the C. B. & Q. are shown on the general list, we will not list them here. With the addition of the locomotives from these roads, the total number of locomotives on the C. B. & Q. became one hundred and three. Numbers had been adopted in preference to names and no doubt all had been converted to coal burners as coal had been used successfully as early as 1856.

With the continued development of the road, new locomotives were added as needed and a great many were acquired with absorbed roads. The American type predominated and was used for both freight and passenger service. This type was eventually developed into a standard design, known as Class A (later A-2), with wagon-top boiler and 17x24" cylinders. The size of the drivers varied as did the weights, but most of those used in passenger service had 69 inch drivers while the average weight of engine was about 82,000. In 1880 this same design was built with 18x24" cylinders, with slightly larger boiler and corresponding increase in weight. These are the engines that later became Class A-1. With the exception of some heavy Consolidation-type engines built in the years from 1879 to 1888 for service on the heavy grades of the Iowa divisions, these American type engines were the standard main line engine. Many of them were built in the Company's shops at Aurora, West Burlington and other points. They were always maintained at a high standard of efficiency and gave very good service for many years. By 1888 the trains were becoming heavier and a new design was built, a Mogul type. These Moguls proved to be very successful in both freight and passenger service. Many of these were also built in the Company's shops and eventually they became the standard main line engine for all classes of service except on the lighter trains. The design was modified several times, the largest built having 19x26" cylinders, 72" drivers and weighed 143,500#. It is doubtful if the Burlington ever had a better engine for their size than these Class H Moguls.

In 1895 the Columbia type, the famous 590 was built. This was designed as a high speed engine and was a radical departure from all existing designs. The 590 had drivers 84 $\frac{1}{4}$  inches in diameter, a wide firebox carried on trailers and many other new features. This engine attracted a lot of attention and was the subject of much comment. While not entirely satisfactory, the design was a step in the development of the Atlantic type. The first Atlantics, No. 1591 and No. 1592, were built in 1899. They were also built with 84 $\frac{1}{4}$  inch drivers, Vauclain Compound cylinders and with the gold striping used in those days, made a very fine appearance. They not only made many fine runs but established records for large mileage before shopping. They immediately became known as "Greyhounds" and were followed by several groups of fine Atlantics which eventually replaced the Moguls in passenger service on the main line. In 1900 a new type was built for freight service, a Prairie type. These were the first of this wheel arrangement to be used in this country for regular road service. This type was developed and eventually built in large numbers. In 1903 some heavy consolidations were built for special service while the earlier engines of this type had in the meantime been rebuilt into six wheel switchers.

For a number of years the engines used in switching service were of the 0-4-0 type, of which a large number were used over a period of years. A six-wheel switcher known as Class G-1 was built in the '80's and in 1900 a Class G-3 was designed and eventually built in large numbers.

The various types and other information on the locomotives placed in service subsequent to 1904 is covered in Part 1 of our history and will not be repeated here.

Probably no story of the Burlington would be complete without some mention of its Fast Mail trains. These trains were inaugurated in 1884 to haul the transcontinental mail between Chicago and Council Bluffs. The west bound train has always been known as Number 15 and the east bound as Number 8. The schedule has been shortened from time to time, and on several occasions test runs have been made with competing lines, but the Burlington is still operating these trains after fifty years. On numerous occasions, while making up time, the mail trains have made some very fast runs. Probably the most remarkable were those made in the early nineties by some of the Class H-2 engines. These small Moguls with 19x24" cylinders and 69 inch drivers hauled this train between Chicago and Burlington on several occasions 206 miles in 206 minutes, not including seven stops, and even in this day of high speeds this does not suffer by comparison. The Columbia type and the Atlantics also made many fine runs with the mail trains but they were better designed for such speed.

In compiling our list of the locomotives of the Chicago, Burlington & Quincy, we have listed them in numerical order, starting with number one. All available information is given for each engine under each number. In 1898 the numbers of all locomotives on the Chicago, Burlington & Quincy were increased by one thousand. Most of the locomotives built between 1898 and 1904 were given numbers in extention of those in force, but a few were given numbers as replacements for old numbers that had been vacated. These have been considered the same as would have been the case had the numbers not been changed, for example No. 1021 is considered as a replacement for No. 21. The records of the Railroad show many of the replacements as "rebuilt" when in fact they were new engines. This has been corrected as far as possible.

Late records indicate that a great many locomotives were transferred to those roads in which a controlling interest was acquired in 1880, but with the exception of those sent to the Burlington & Missouri River in Nebraska, there is no record of these transfers until about 1898.

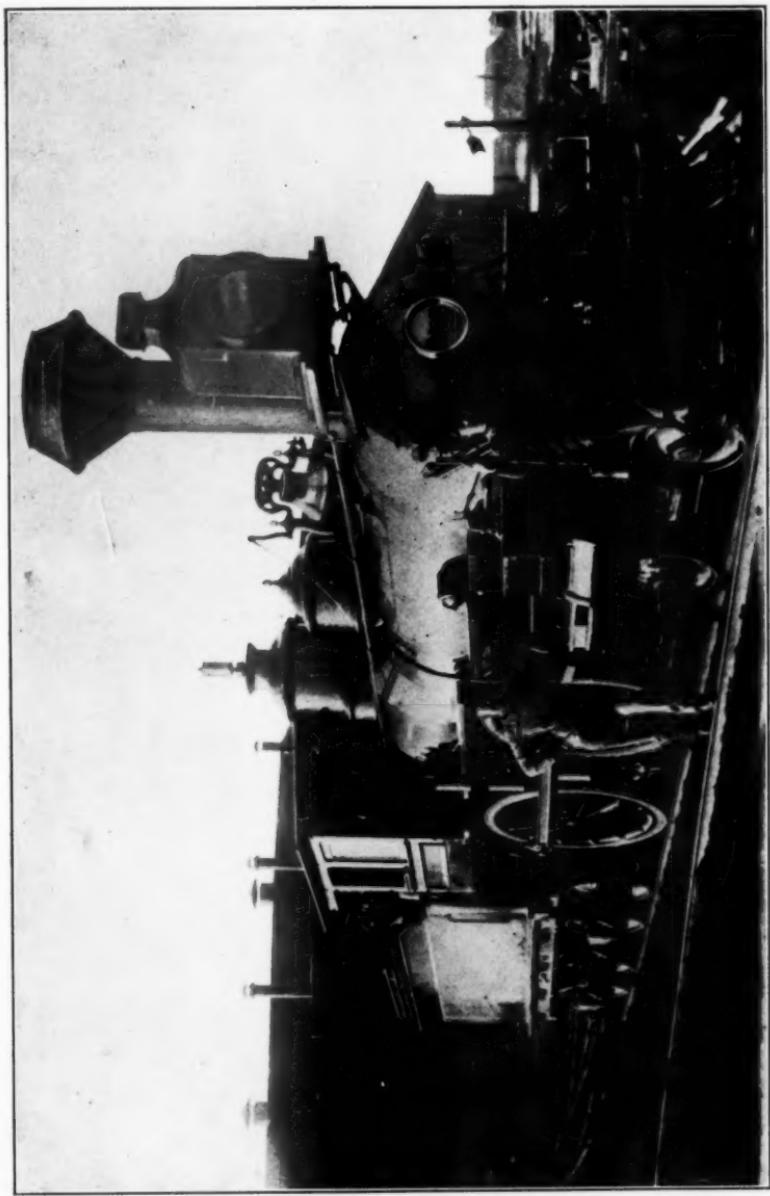
As explained in Part 1 of our history, all of the roads that comprised the Burlington System had by 1904 become the property of the Chicago, Burlington & Quincy Railroad and were at that time merged into one road under the name of the parent road. All locomotives owned by the various roads were then relettered with the initials of the C. B. & Q. and renumbered. For the convenience of our readers, we have given the number as assigned in 1904 as a reference.

## Locomotives of Chicago, Burlington & Quincy Railroad

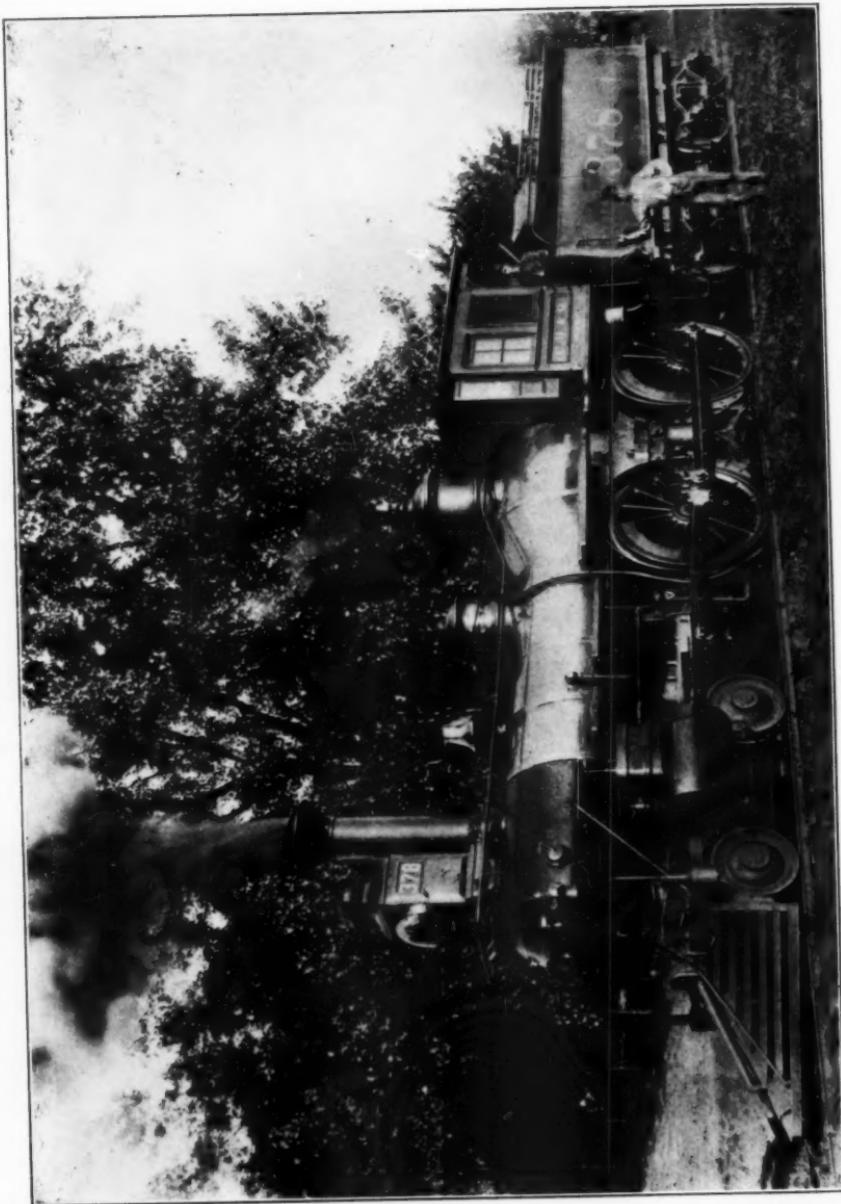
No.		1904 No.
1	4-4-0 "No. One" Amoskeag #29, 1851 Galena & Chicago Union "Winnebago" received in 1853 by the Chicago & Aurora Railroad in exchange for the "Whittlesey". Records of the Burlington show the name "Nero" for No. 1. New #1 built by CB&Q 1876, 0-4-0. Changed to #1001, 1898. Leased to J&StL 9-30-03. No further record.	
2	4-4-0 "Rocket" Hinkley & Drury 1846. No record of the original owner or of which of the Burlington Lines first owned this engine. New #2 built by CB&Q 1883, 0-4-0. No further record.	
3	4-2-0 "Pigeon" Baldwin 1837. No record prior to 1858. Probably received from Michigan Central Railroad. Baldwin #93 "Pigeon" was built for the State of Michigan in 1837 and eventually became the property of the Michigan Central. The "Pigeon" does not show in the records of the CB&Q after 1861. The name "Rambler" is given for #3 in 1864 but no other data. New #3 built at Aurora 1889, 2-6-0. Became #1003, 1898, Class H-1	1047
4	4-4-0 "Aurora" Amoskeag #99. Built for Aurora Branch R. R. 6-29-53. New #4 built Aurora 1883, 0-4-0. Became #1004, 1898, Class E-1	566
5	4-4-0 "Batavia" Amoskeag #98. Built for Aurora Branch R. R. 6-29-53. New #5 built Aurora 1878, 0-4-0. Became #1005, 1898, Class E-1	558
6	4-4-0 "Excelsior" Amoskeag 1853. No record of original owner. New #6 built by CB&Q 1878, 0-4-0. No further record.	
7	4-4-0 "Little Indian" Amoskeag #100. Built for Aurora Branch R. R. 6-29-53. Rebuilt or replaced by new engine 1877. No data.	
8	4-4-0 "Erastus Corning" Schenectady 1852. Company reports show this engine as being rebuilt in 1864 at a cost of \$10,000.00. No record of the original owner. New #8 built Aurora 1878, 4-4-0. Became #1008, 1898, Class A-2	211
9	4-4-0 Company records show the name "Lonsdale" but this engine is not mentioned in the early reports until 1864. It was rebuilt at Aurora in 1864 and 1865 at a cost of \$18,477.22. This was at a time when it was almost impossible to buy new locomotives at any price. There is no record of the original builder. The Taunton Locomotive Works built an engine of this name for the Providence & Worcester R. R. which was taken back in 1856 as part payment on new engines. It was rebuilt and was supposed to have been sent to Florida. This may have been the engine that found its way to the CB&Q in 1864. No. 9 as rebuilt has certain Taunton marks. The engine was again rebuilt in 1877 to 0-4-0 type or replaced by new engine, probably the latter. No further record or record of later engine with this number.	
10	4-4-0 "Talisman" Manchester #6. Built for CB&Q 5-10-55. New #10 built at Galesburg 1876. 4-4-0. Became #1010, 1898. No further record.	
11	4-4-0 "Wataga" Manchester #24. Built for CB&Q 2-19-56. New #11 built by CB&Q 1880, 4-4-0. Became #1011, 1898. Scrapped 1902.	
12	4-4-0 "Tornado" Amoskeag 1853. No record of original owner. New #12 built by CB&Q 1874, 4-4-0. Became #1012, 1898, Class A-3	408

No.		1904 No.
13	4-4-0 "Hurricane" Amoskeag 1853. No record of original owner. New #13 built at Galesburg 1880. 4-4-0. Became #1013, 1898, A-2	241
14	4-4-0 "Starlight" New Jersey Loco. Works 1857. New #14 built by CB&Q 1879. 0-4-0. Became #1014, 1898, E-1. Became KCStJ&CB #518, 1901.	560
15	4-4-0 "Moonlight" New Jersey Loco. Works 1856. New #15 built by CB&Q about 1880. 0-4-0. Became #1015, 1898, E-1. Sold to F. M. Hicks 8-03.	
16	4-6-0 "Daylight" New Jersey Loco. Works 1854. New #16 built at Aurora 1878. 4-4-0. Became #1016, 1898, A-2	212
17	4-4-0 "Vermont" Name is from records of the Railroad, no other data given. Is not mentioned in early reports. New #17 built at Aurora 1882, 0-4-0. No further record.	
18	Records of the Railroad show as old #60. No other data. New #18 built by CB&Q 1874, 0-4-0. No further record.	
19	4-6-0 "Lion" Amoskeag 1855. No record of original owner. New #19 built at Aurora 1875, 0-4-0. Became #1019, 1898, E-1	553
20	4-6-0 "Tiger" Amoskeag 1855. No record of original owner. New #20 built by CB&Q 1877, 0-4-0. Became #1020, 1898, E-1. Leased to Morrell & Co. 3-31-03. No further record.	
21	4-6-0 "Samson" Amoskeag 1855. No record of original owner. New #1021 built 1898. Pittsburgh #1827. 2-6-0, Class H-2	1161
22	4-6-0 "Brown Bear" Amoskeag 1855. No record of original owner. New #22 built by CB&Q 1876, 0-4-0. No further record.	
23	4-6-0 "White Bear" Amoskeag 1855. No record of original owner. New #23 built at Aurora 1875, 0-4-0. Became #1023, 1898, E-1	554
24	4-6-0 "Black Bear" Amoskeag 1855. No record of original owner. New #24 built at Aurora 1876, 0-4-0. Became #1024, 1898, E-1	556
25	4-4-0 "Stag Hound" Amoskeag 1855. No record of original owner. New #25 built by CB&Q 1880. No record of type or class.	
26	4-4-0 "Fox Hound" Amoskeag 1855. No record of original owner. New #26 built by CB&Q 1878, 4-4-0. Became #1026, 1898, A-3	411
27	4-4-0 "Grey Hound" Amoskeag 1855. No record of original owner. New #27, 4-4-0. No record of builder or date.	
28	4-4-0 "West Wind" Manchester #17. Built for CB&Q 10-2-55. New #28 built at Aurora 1885, 4-4-0. Became #1028, 1898, A-1. Became KCStJ&CB #548, 1901.	31
29	4-4-0 "North Wind" Manchester #15. Built for CB&Q 8-18-55. New #29 built by CB&Q 1878, 4-4-0. Became #1029, 1898, A-3. Scrapped 9-03.	
30	4-4-0 "Grey Eagle" Manchester #18. Built for CB&Q 9-13-55. New #30 built by CB&Q 1880, 4-4-0. Became #1030, 1898, A-2	242
31	4-4-0 "Golden Eagle" Manchester #19. Built for CB&Q 10-25-55. New #31 built by CB&Q 1877. No record of type. New #1031 built 1898. Pittsburgh #1823. 2-6-0, Class H-2	1162

No.		1904 No.
32	4-4-0 "Roebuck" Amoskeag #87. Built for Cent. Mil. Tract 12-31-53. Rebuilt at Aurora 1865. No data. New #32 built at Aurora 1888, 2-6-0. Became #1032, 1898, H-1	1005
33	4-4-0 "Reindeer" Amoskeag #84. Built for C. M. T. 10-20-53. New #33 built at Aurora 1885, 4-4-0. Became #1033, 1898, A-1	20
34	4-4-0 "Antelope" Amoskeag #83. Built for C. M. T. 10-22-53. New #34 built by CB&Q 1880, 4-4-0. Became #1034, 1898, A-2	243
35	4-4-0 "Panther" Amoskeag #85. Built for C. M. T. 11-11-53. New #35 built by CB&Q 1874. No record of type. New #35 1891, 2-6-0. Rogers #4624. Became #1035, 1898, H-1. Became KCStJ&CB #560, 1901.	1089
36	4-6-0 "Titan" Amoskeag 1854. Probably built originally for the Northern Cross Railroad but delivered to CB&Q or CMT. New #36 built by CB&Q 1896, 2-6-0. Became #1036, 1898, Class H-2	1157
37	4-4-0 "Whirlwind" Amoskeag #94. Built for Aurora Branch 7-26-53. New #37 built by CB&Q 1874. No record of type. New #37 1891, 2-6-0. Rogers #4565. Became #1037, 1898, H-1. Became KCStJ&CB #561, 1900.	1075
38	4-4-0 "Tempest" Amoskeag #95. Built for Aurora Branch 7-25-53. New #38 built at Aurora 1880, 4-4-0. Became #1038, 1898, A-2.	244
39	4-4-0 "Invincible" Amoskeag 1853. No record of original owner. Rebuilt or new engine 1870. No data. New #1039 built at Aurora 1898, 2-6-0. Class H-2.	1163
40	4-4-0 "Challenge" Amoskeag 1853. No record of original owner. New #40 built at Galesburg 1884, 4-4-0. Became #1040, 1898, A-2.	294
41	4-4-0 "Garden City" Chicago Locomotive Works 1854. No record of original owner. New #41 built by CB&Q 1881. No data.	
42	4-4-0 "Stranger" Chicago Loco. Works 1854. No record of original owner. New #42 built by CB&Q 1881, 4-4-0. Became #1042, 1898, A-2. Became KCStJ&CB #549, 1901. Scrapped 11-03.	
43	Built by Detroit Locomotive Works 1857, delivered 1859. New #43 built by CB&Q 1878. No data. New #43 built 1891, 2-6-0. Rogers #4619. Became #1043, 1898, H-1. Became KCStJ&CB #562, 1900.	1076
44	Built by Detroit Locomotive Works 1857, delivered 1859. New #44 built by CB&Q 1879, 4-4-0. Became #1044, 1898, A-3.	416
45	Built by Detroit Locomotive Works 1857, delivered 1859. New #45 built by CB&Q 1883. No data. New #1045 built 1898. Pittsburgh #1828. 2-6-0, Class H-2.	1164
46	Built by Detroit Locomotive Works 1857, delivered 1859 Wheel arrangement of #43 to #46 not given in early records. New #46 built by CB&Q 1871. No data. New #1046 built at Aurora 1899. 2-6-0, Class H-2.	1158
47	4-4-0 Manchester #42. Built for CB&Q 1856. New #47 built 1891. Rogers #4620. 2-6-0. Became #1047, 1898, H-1.	1068



C. B. & Q. #252, Manchester, 1869. Built for B. M. & R. Used on mail train and made record run—Ottumwa to Creston in 1886.



C. B. & Q. #378, Aurora Shops, 1886.

No.		1904 No.
48	4-4-0 Manchester #41. Built for CB&Q 1856. Rebuilt or new engine 1869. No data. New #48 built at Aurora 1890, 2-6-0. Became #1048, 1898, H-1.	1048
49	4-4-0 Manchester #40. Built for CB&Q 1856. New #49 built by CB&Q 1878. No data.	
50	4-4-0 Manchester #39. Built for CB&Q 9-18-56. Rebuilt or new engine 1875. No data. New #50 built at Aurora 1887, 4-4-0. Became #1050, 1898, A-1.	103
51	4-4-0 Manchester #38. Built for CB&Q 9-18-56. Rebuilt or new engine 1871. No data. New #51 built 1891, 2-6-0. Rogers #4621. Became #1051, 1898, H-1. Became KCStJ&CB #563, 1901.	1077
52	4-4-0 Manchester #34. Built for CB&Q 7-18-56. No record of second #52.	
53	4-4-0 Manchester #35. Built for CB&Q 8-11-56. New #53 built 1870, 4-4-0. Rebuilt 1884. Became #1053, 1898, A-3.	421
54	4-4-0 Manchester #36. Built for CB&Q 9-8-56. New #1054 built at Aurora 1898, 2-6-0, Class H-2.	1165
55	4-4-0 Manchester #37. Built for CB&Q 9-18-56. New #55 built 1876, 4-4-0. Rebuilt at Galesburg 1882. Became #1055, 1898, A-2.	269
56	4-4-0 Manchester #43. Built for CB&Q 1856. New #56 built by CB&Q 1882, 4-4-0. Became #1056, 1898, A-3.	418
57	4-4-0 Rogers #559. Built for Chicago & Aurora 1-24-55. Leased to Grand Trunk Railroad 1860 but shows again in report 1861. New #57 built by CB&Q 1882, 4-4-0. Became #1057, 1898, A-3. Retired prior to 1904.	
58	4-4-0 Rogers #561. Built for Chicago & Aurora 1-30-55. New #58 built by CB&Q 1869, 4-4-0. Became #1058, 1898, A-4.	442
59	4-6-0 Detroit Loco. Works. Built for CB&Q 1855. Rebuilt or new engine 1869. No data. New #59 built at Aurora 1879, 4-4-0. Became #1059, 1898, A-2.	222
60	4-6-0 Detroit Loco Works. Built for CB&Q 1855. New #60 built 1878. No data.	
61	4-6-0 "Knox" McQueen 1855. From Quincy & Chicago R. R. New #61 built by CB&Q 1874, 0-4-0. Became #1061; 1898, E-1. Later records show this engine as built at W. Burlington 1887.	576
62	4-6-0 "Hancock" McQueen 1855. From Quincy & Chicago R. R. New #62 built by CB&Q 1874, 0-4-0. Became #1062, 1898, E-1.	551
63	4-4-0 "McDonough" McQueen 1856. From Quincy & Chicago R. R. New #63 built at Aurora 1875, 0-4-0. Became #1063, 1898, E-1.	555
64	4-4-0 "Adams" McQueen 1856. From Quincy & Chicago R. R. New #64 built by CB&Q 1875. Became #1064, 1898, E-1. Sold to Whitehead Machine Co. 9-03.	
65	4-4-0 "Fulton" McQueen 1856. From Quincy & Chicago R. R. New #65 built at Aurora 1876. Became #1065, 1898, E-1.	557

No.		1904 No.
66	4-4-0 "John Wood" Manchester #29, 2-1-56. From Quincy & Chicago. New #66 built W. Burlington 1879, 4-4-0. Became #1066, 1898, A-2.	223
67	4-4-0 "Gen. Taylor" Manchester #28, 2-1-56. From Quincy & Chicago. Records of the railroad show an engine with this number built by Rogers in 1873. No other data. New #1067 built 1898, 2-6-0. Pittsburgh #1819. Class H-2.	1171
68	4-4-0 "Augusta" Rogers #641, 1-18-56. From Quincy & Chicago R. R. Records of the Railroad show an engine with this number built by Rogers in 1873. Rebuilt or new engine 1879, 4-4-0. Became #1068 in 1898. Scrapped 4-0-3.	
69	4-4-0 "Quincy" Rogers #595, 8-6-55. From Quincy & Chicago R. R. Sold to H&StJ by CB&Q and repurchased in 1876. This note from records of H&StJ and may apply to a different engine given the name "Quincy" by H&StJ. Records of CB&Q show an engine built in 1875 for which there is no further record.	
70	4-4-0 "Macomb" Rogers #596, 8-9-55. From Quincy & Chicago R. R. New #70 built at Galesburg 1878, 4-4-0. Became #1070, 1898, A-3.	412
71	4-4-0 "Peoria" Hinkley #444, 1853. From Peoria & Oquawka R. R. New #71 built by CB&Q 1879, 4-4-0. No further record.	
72	4-4-0 "Burlington" Hinkley #445, 1853. From Peoria & Oquawka R. R. New #72 built at Aurora 1878, 4-4-0. Became #1072, 1898, A-2.	213
73	4-4-0 "A. C. Harding" Hinkley #609, 1856. From Peoria & Oquawka R. R. New #73 built at Aurora 1888 2-6-0. Became #1073, 1898, H-1. Became H&StJ #682, then KCStJ&CB #682.	1001
74	4-4-0 "Capt. Moss" Hinkley #583, 1856. From Peoria & Oquawka R. R. New #74 built by CB&Q 1879, 4-4-0. Became #1074, 1898, A-3.	417
75	4-4-0 "Elmwood" Hinkley 1856. From Peoria & Oquawka R. R. New #75 built at Aurora 1889, 2-6-0. Became #1075, 1898, H-1.	1049
76	4-4-0 "N. B. Curtiss" Hinkley #612, 1856. From Peoria & Oquawka R. R. New #76 built by CB&Q 1896, 2-6-0. Became #1076, 1898, H-2.	1159
77	4-4-0 "G. A. Kettell" Manchester #26, 1856. Built originally for the Northern R. R., a New England road. Damaged during trial trip and refused by Northern R. R. Repaired and eventually sold to CB&Q. Does not show on CB&Q reports until 1864. New #77 built by CB&Q 1870. No data. New #77 built by CB&Q 1896, 2-6-0. Became #1077, 1898, H-2.	1160
78	4-4-0 "Prairie" Hinkley #582, 1856. From Peoria & Oquawka R. R. New #78 built by CB&Q 1884, 4-4-0. Became #1078, 1898, A-5.	462
79	4-4-0 "C. S. Clark" Lancaster 1856. From Peoria & Oquawka R. R. New #79 built by Hinkley 1885, 4-4-0. Became #1079, 1898, A-2.	329
80	4-4-0 "Wm. Kellogg" Lancaster 1856. From Peoria & Oquawka R. R. New #80 built by CB&Q 1880. No data. New #80 built at Aurora 1895, 2-6-0. Became #1080, 1898, H-2.	1149
81	0-4-0 Rogers #378, 2-28-63. New #81 built by CB&Q 1880. No data.	

No.		1904 No.
82	0-4-0 Rogers #380, 2-5-63. No record of second #82.	
83	4-4-0 Rogers #384, 3-24-63. New #83 built at Aurora 1889, 0-6-2-T. Changed to #500 6-90. New #83 built 1892, 2-6-0. Rogers #4745. Became #1083, 1898, H-2.	1120
84	4-4-0 Rogers #385, 3-30-63. New #84 built, date unknown, 4-4-0. Became #1084, 1898. Scrapped 1902.	
85	4-4-0 Rogers #420, 7-19-63. Replaced by new engine 1878. No data.	
86	4-4-0 Rogers #421, 9-24-63. New #86 built by CB&Q 1885. Became #1086, 1898, A-3.	424
87	4-4-0 Rogers #422, 9-28-63. No record of second #87.	
88	4-4-0 Rogers #423, 10-2-63. No record of second #88.	
89	4-4-0 Mason #139, 1863. New #89 built W. Burlington 1888, 2-8-0. Became #1089, 1898, D-1. Rebuilt to 0-6-0, Class G-4 about 1903.	1652
90	4-4-0 Mason #140, 4-26-63. New #90 built at Aurora 1886, 4-4-0. Became #1090, 1898, A-1.	92
91	4-4-0 Mason #142, 10-8-63. New #91 built 1892, 2-6-0. Rogers #3746. Became #1091, 1898, H-2.	1121
92	4-4-0 Mason #143, 10-23-63. New #92 built by CB&Q 1888, 2-6-0. Became #1092, 1898, H-1.	1006
93	4-4-0 Tank engine. Rogers #431, 11-21-63. New #93 built by CB&Q 1878. No data.	
94	4-4-0 Tank engine. Rogers #434, 11-30-63. New #94 built by CB&Q 1876. Note in records shows as old #20. New #94 built W. Burlington 1888, 0-6-0. Became #1094, 1898, G-1.	1328
95	4-4-0 Rogers #441, 12-28-63. New #95 built by CB&Q 1877, 4-4-0. Became #1095, 1898, A-3. Scrapped 1902.	
96	4-4-0 Rogers #443, 1-8-64. New #96 built at Galesburg 1880, 4-4-0. Became #1096, 1898, A-1.	1
97	4-4-0 Rogers #529, 10-31-64. Records show #97 rebuilt in 1882 and again in 1896. Also shows the class as A-1 later changed to Class A-5. Became #1097, 1898.	464
98	4-4-0 Rogers #534, 11-18-64. Original engine or replacement became #1098, 1898, Class A-3. Sold to F. M. Hicks 1903.	
99	4-4-0 Rogers #540, 12-9-64. New #99 built 1891, 2-6-0. Rogers #4566. Became #1099, 1898, H-1.	1069
100	4-4-0 Rogers #544, 12-21-64. New #100 built or rebuilt at Aurora 1894. Became #1100, 1898, A-2.	363
101	4-4-0 "Mercer" Rogers #606, 9-20-55. From Quincy & Chicago R. R. New #101 built by CB&Q 1878, 4-4-0. Became #1101, 1898, A-2.	214

No.		1904 No.
102	4-4-0 "Warren" Rogers #601, 8-28-55. From Quincy & Chicago R. R. New #102 built by CB&Q 1882. Type unknown. Became #1102, 1898, and scrapped 1903.	
103	4-4-0 "Plymouth" Rogers #609, 9-25-55. From Quincy & Chicago R. R. Rebuilt or new engine 1874. No further record. New #1103 built at Aurora 1898, 2-6-0. Class H-2.	1167
104	4-4-0 Rogers 4-12-65. Original engine or replacement became #1104, 1898, A-2. Became KCSt- J&CB #550, 1900. Scrapped 1903.	
105	4-4-0 Rogers 4-17-65. No record of second #105.	
106	4-4-0 Rogers 6-13-65. New #106 built at Aurora 1895, 2-6-0. Became #1106, 1898, H-2. Be- came B&MR #384, 3-01.	1155
107	4-4-0 Rogers 6-23-65. New #107 built 1891, 2-6-0. Rogers #4594. Became #1107, 1898, H-1. Became KCStJ&CB #564, 1901.	1078
108	4-4-0 Rogers 7-19-65. New #1108 built 1898, 2-6-0. Pittsburgh #1824. Class H-2.	1168
109	4-4-0 Rogers 7-28-65. Rebuilt or new engine 1877. Became #1109, 1898, A-3.	410
110	4-4-0 Rogers 8-4-65. No record of second #110.	
111	4-4-0 Rogers 8-14-65. Original engine or replacement became #1111, 1898, A-3. Scrapped about 1903.	
112	4-4-0 Rogers 10-17-66. Rebuilt 1878. No further record.	
113	4-4-0 Rogers 10-20-66. No record of second #113.	
114	4-4-0 Rogers 10-26-66. New #1114 built at Aurora 1898, 2-6-0. Class H-2.	1169
115	4-4-0 Rogers 1-21-67. New #115 built at Aurora 1893, 0-6-0. Became #1115, 1898, G-1.	1374
116	4-4-0 Rogers 1-3-67. New #116 built by CB&Q 1882, 4-4-0. Became #1116, 1898, A-2. Became KCStJ&CB #551, 1900.	266
117	4-4-0 Rogers 2-11-67. Original engine or replacement became #1117, 1898, A-4. Scrapped 11-03.	
118	4-4-0 Rogers 3-14-67. New #118 built at Galesburg 1879, 4-4-0. Became #1118, 1898, A-2.	224
119	4-4-0 Rogers 3-18-67. New #119 built 1885, 4-4-0. Manchester #1216. Became #1119, 1898, Class A-2.	330
120	4-4-0 Manchester #111, 1868. No record of second #120.	
121	4-4-0 Manchester #112, 1868. New #121 built at Aurora 1889, 4-4-0. Became #1121, 1898, A-2.	352

This was the first 4-4-0 to be built with Belpaire firebox and as far as known the only one of the smaller engines to be built with firebox of that pattern.

No.		1904 No.
122	4-4-0 Manchester #113, 1868. No record of second #122.	
123	4-4-0 Manchester #126, 1868. New #123 built at Aurora 1888, 2-6-0. Became #1123, 1898, H-1.	1007
124	4-4-0 Manchester #127, 1868. No record of second #124.	
125	4-4-0 Manchester #145, 1869. New #125 built at Aurora 1888, 2-6-0. Became #1125, 1898, H-1. Became StLK&NW #763, 1901.	1004
126	4-4-0 Manchester #146, 1869. New #126 built W. B. Shops 1888, 2-8-0. Became #1126, 1898, D-1. Became KCStJ&CB #513, 1901. Rebuilt to 0-6-0, G-4.	1651
127	4-4-0 Manchester #147, 1869. New #127 built W. B. Shops 1888, 2-8-0. Became #1127, 1898, D-1. Rebuilt to 0-6-0, Class G-4.	1653
128	4-4-0 Manchester #148, 1869. New #128 built at Aurora 1888, 2-6-0. Became #1128, 1898, H-1. Became StLK&NW #761, 1901.	1003
129	4-4-0 "Woodford", Baldwin 1869. Became #1129, 1898, A-4.	440

This engine was evidently acquired with some road that was absorbed by the C. B. & Q. The only engine by this name in the records of Baldwin Works is Baldwin No. 1164 built 8-31-63 for the Louisville & Frankfort & Lexington & Frankfort R. R. The "Woodford" does not show on the list of that road after 1865. 1869 is probably the date engine was received by C. B. & Q. R. R.

130	4-4-0 McKay & Aldus, 1868. New #130 built at Aurora 1886, 4-4-0. Became #1130, 1898, A-1.	93
131	4-4-0 McKay & Aldus, 1868. New #131 built 1891, 2-6-0. Rogers #4622. Became #1131, H-1.	1088
132	4-4-0 Manchester #178, 1869. Rebuilt or new engine, Aurora, 1885, 4-4-0. Became #1132, 1898, A-2. Became CB&KC #823, 1900.	336
133	4-4-0 Hinkley & Wms. 1869. No record of second #133.	
134	4-4-0 Manchester 1869. From American Central R. R. New #134 built W. B. Shops 1890, 2-6-0. Became #1134, 1898, H-1.	1050
135	4-4-0 Manchester 1869. From American Central R. R. New #135 built at Aurora 1888, 2-6-0. Became #1135, 1898, H-1. Became H&StJ #683, 1901.	1000

The C. B. & Q. R. R. became the lessee of the American Central R. R. in 1869 and built the line from Galva, Ill. to New Boston, Ill. The two engines from that road were evidently received when new and were no doubt built to the standards of C. B. & Q. locomotives of that time.

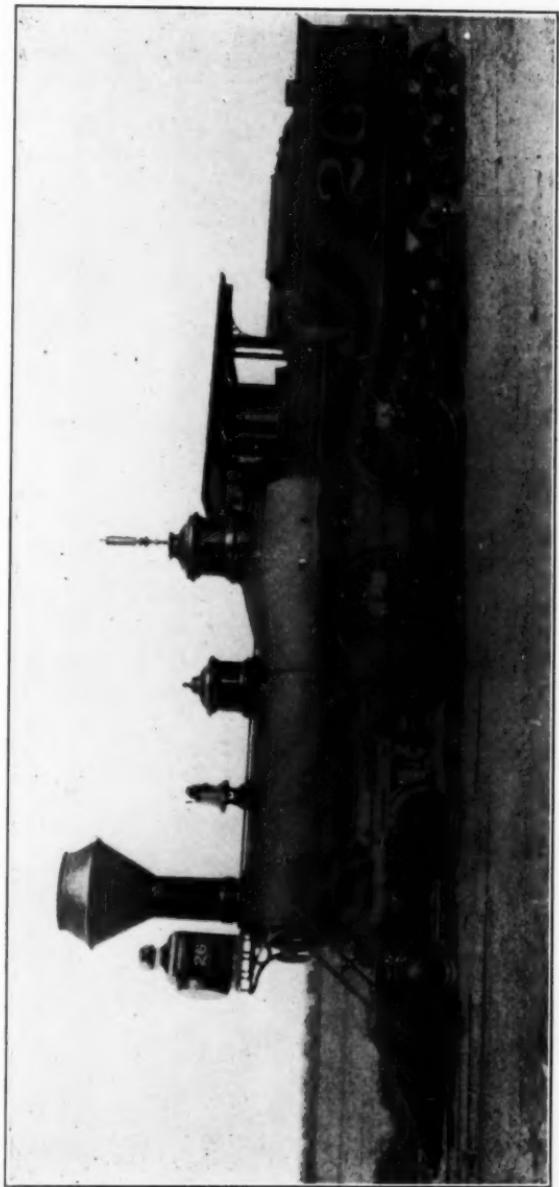
No.		1904 No.
136	4-4-0 Manchester 1869. No record of second #136.	
137	4-4-0 Manchester #179, 1869. Rebuilt or new engine, W. B. Shops 1884, 4-4-0. Became #1137, 1898, Class A-2.	295
138	4-4-0 Manchester #180, 1869. New #138 built at Aurora 1886, 4-4-0. Became #1138, 1898, A-1.	94
139	4-4-0 Built at Aurora 1871. Rebuilt at Aurora 1881. Became #1139, 1898, A-5.	463
140	4-4-0 Built at Aurora 1872. New #140 built at Aurora 1895, 2-6-0. Became #1140, 1898, H-2.	1150
141	4-4-0 "Sultan" From Keokuk & St. Paul R. R. Rebuilt at Aurora 1869. Original builder unknown. New #141 built W. B. Shops 1888, 2-6-0. Became #1141, 1898, H-1.	1009

The C. B. & Q. R. R. purchased the Keokuk & St. Paul R. R. February 10, 1869. The line extended from Keokuk to Ft. Madison, Iowa and was completed to Burlington, Iowa October 27, 1869. Three engines were received with this road, the engine "Sultan" being the only one for which there is a definite record. No. 129, "Woodford" may have been one of these engines.

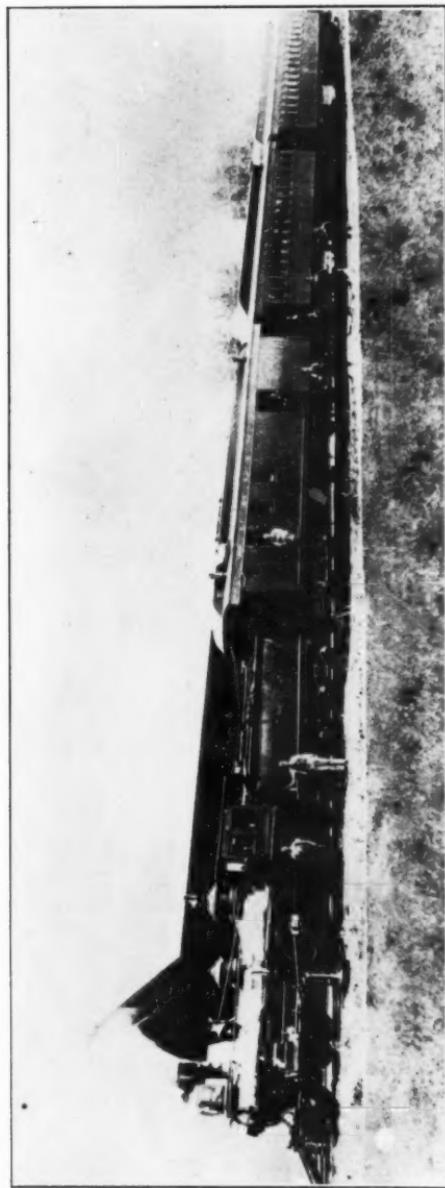
142	4-4-0 Rogers 1869. Rebuilt or new engine, Aurora, 1883, 4-4-0. Became #1142, 1898, A-2.	282
143	4-4-0 Rogers 1869. New #143 built at Aurora 1885, 4-4-0. Became #1143, 1898, A-1.	21
144	4-4-0 Rogers 1869. New #144 built at Aurora 1890, 2-6-0. Became #1144, 1898, H-1.	1051
145	4-4-0 Manchester 1869. New #145 built W. B. Shops 1889, 2-6-0. Became #1145, 1898, H-1.	1010
146	4-4-0 Manchester 1869. Rebuilt Aurora 1885. No further record.	
147	4-4-0 Manchester 1869. No record of second #147.	
148	4-4-0 Grant 1869. New #148 built W. B. Shops 1887. Became #1148, 1898, A-1.	104
149	4-4-0 Grant 1869. New #149 built at Galesburg 1885, 4-4-0. Became #1149, 1898, A-1.	22
150	4-4-0 Grant 1869. New #150 built at Aurora 1892, 2-6-0. Became #1150, 1898, H-1.	1096
151	4-4-0 Grant 1869. Rebuilt or new engine, Aurora 1883, 4-4-0. Became #1151, 1898, A-2.	250
152	4-4-0 Grant 1869. Rebuilt or new engine, Aurora 1883, 4-4-0. Became #1152, 1898, A-2.	283
153	4-4-0 Grant 1870. New #153 built at Galesburg 1885, 4-4-0. Became #1153, 1898, A-1.	23

No.		1904 No.
154	4-4-0 Grant 1870. Rebuilt or new engine 1882, 4-4-0. Became #1154, 1898, A-2.	270
155	4-4-0 Grant 1870. Rebuilt or new engine 1882, 4-4-0. Became #1155, 1898, A-2.	271
156	4-4-0 Grant 1870. Rebuilt or new engine, Aurora 1883, 4-4-0. Became #1156, 1898, A-2.	284
157	4-4-0 Grant 1870. Rebuilt or new engine 1881, 4-4-0. Became #1157, 1898, A-1.	153
158	4-4-0 Grant 1870. Rebuilt or new engine 1881, 4-4-0. Became #1158, 1898, A-2.	252
159	4-4-0 Manchester 1871. New #1159 built 1898, 2-6-0. Pittsburgh #1825, Class H-2.	1170
160	4-4-0 Manchester 1871. Became #1160, 1898, A-2. Scrapped 1903.	
161	4-4-0 Manchester 1871. Became #1161, 1898, A-3.	404
162	4-4-0 Manchester 1871. New #162 built by CB&Q 1885, 0-6-0. Became #1162, 1898, G-1.	1306
163	4-4-0 Manchester 1871. New #163 built at Aurora 1889, 2-6-0. Became #1163, 1898, H-1.	1011
164	4-4-0 Manchester 1871. Rebuilt 1885. No further record. New #164 built by CB&Q 1890, 2-6-0. Became #1164, 1898, H-1. Became KCStJ&CB #565, 1901.	1038
165	4-4-0 Manchester 1871. New #165 built W. B. Shops 1895, 2-6-0. Became #1165, 1898, H-2.	1151
166	4-4-0 Manchester 1871. New #1166 built 1898, 2-6-0. Pittsburgh #1818. Class H-2.	1166
167	4-4-0 Manchester 1871. Rebuilt W. B. Shops 1887. Became #1167, 1898, A-2.	348
168	4-4-0 Manchester 1871. Rebuilt at Aurora 1896. Became #1168, 1898, A-2.	364
169	4-4-0 Manchester 1871. Rebuilt 1882. Became #1169, 1898, A-2.	272
170	4-4-0 Manchester 1871. New #170 built W. B. Shops 1895, 2-6-0. Became #1170, 1898, H-2.	1152
171	4-4-0 Manchester 1871. No record of second #171.	
172	4-4-0 Manchester 1871. New #1172 built by CB&Q 1898, 2-6-0. Class H-2.	1172
173	4-4-0 Manchester 1871. No record of second #173.	
174	4-4-0 Danforth Cooke 1871. New #1174 built 1898, 2-6-0. Pittsburgh #1828. Class H-2.	1174
175	4-4-0 Danforth Cooke 1871. Rebuilt 1879. Became #1175, 1898, A-2.	225
176	0-4-0 Baldwin #2424, 4-26-71. No further record.	

No.		1904 No.
177	0-4-0 Baldwin #2426, 4-27-71. No further record.	
178	4-4-0 Manchester 1871. New #178 built W. B. Shops 1889, 2-6-0. Became #1178, 1898, H-1.	1012
179	4-4-0 Manchester 1871. New #179 built 1890, 2-6-0. Baldwin #11209 Became #1179, 1898, H-1. Became KCStJ&CB #566, 1901.	1039
180	4-4-0 Manchester 1871. No further record.	
181	4-4-0 Manchester 1871. Records of the Railroad show the name "North Star" for this engine. Probably from some other road. New #1181 built 1898, 2-6-0. Pittsburgh #1820. Class H-2.	1181
182	0-4-0 Manchester 1872. Rebuilt 1882. No further record.	
183	0-4-0 Manchester 1872. No further record.	
184	0-4-0 Manchester 1872. No further record.	
185	0-4-0 Manchester 1872. No further record.	
186	0-4-0 Manchester 1872. Rebuilt or new engine 1886. Became #1186, 1898, E-1.	577
187	0-4-0 Manchester 1872. Rebuilt 1885. No further record.	
188	4-4-0 Manchester 1872. Rebuilt 1887. Became CB&N #913, 8-98, CB&Q #913, 1899. A-3.	426
189	4-4-0 Manchester 1872. New #189 built at Aurora 1895, 2-6-0. Became #1189, 1898, H-2.	1153
190	4-4-0 Manchester 1872. New #190 built at Aurora 1888, 2-8-0. Became #1190, 1898, D-1. Be- came KCStJ&CB #503, 1901. Rebuilt to 0-6-0, G-4.	1650
191	4-4-0 Manchester 1872. New #191 built at Aurora 1886, 4-4-0. Became #1191, 1898, A-1.	95
192	4-4-0 Manchester 1872. New #192 built 1890, 0-6-0. Baldwin #11164. Became #1192, 1898, G-1.	1345
193	4-4-0 Manchester 1872. New #1193 built W. B. Shops 1898, 2-6-0. Class H-3.	1200
194	4-4-0 Manchester 1872. New #194 built W. B. Shops 1887, 4-4-0. Became #1194, 1898, A-1.	105
195	4-4-0 Manchester 1872. No record of second #195.	
196	4-4-0 Manchester 1872. New #196 built W. B. Shops 1888, 2-6-0. Became #1196, 1898, H-1.	1008
197	4-4-0 Manchester 1872. No record of second #197.	
198	4-4-0 Manchester 1872. Became #1198, 1898, A-3.	406
199	4-4-0 Manchester 1872. No record of second #199.	
200	4-4-0 Palm & Robinson, St. Louis, 1873. ? Rebuilt 1878. Became #1200, 1898, A-3.	413



B. & M. R. R. "Plattsburgh" #26. First Engine built at Plattsburgh Shop—1878.



St. L. K. & N.W. #8 on C. B. & K. C. Passenger Train at Carrollton, Mo.

No.		1904 No.
201	4-4-0 Palm & Robinson, St. Louis, 1873. Rebuilt to 0-4-0 1874. New #201 built W. B. Shops 1895. Became #1201, 1898. 2-6-0, H-2.	1154
202	4-4-0 Manchester 1871. New #202 built W. B. Shops 1888, 2-6-0. Became #1202, 1898, H-1. Became H&StJ #684, 1900.	1002
203	4-4-0 Manchester 1871. Rebuilt to 0-4-0 1874. New #203 built W. B. Shops 1891, 2-6-0. Became #1203, 1898, H-1. Became StLK&NW #762, 1901.	1087
204	4-4-0 Manchester 1872. New #204 built at Aurora 1891, 0-6-0. Became #1204, 1898, G-1.	1357
205	4-4-0 Manchester 1872. New #205 built at Aurora 1884, 4-4-0. Became #1205, 1898, A-1.	11
206	4-4-0 Manchester 1872. New #206 built 1890, 0-6-0. Baldwin #11163. Became #1206, 1898, G-1.	1346
207	4-4-0 Manchester 1872. New #207 built W. B. Shops 1889, 2-6-0. Became #1207, 1898, H-1. Became KCStJ&CB #567, 1900.	1034
208	4-4-0 Manchester 1873. New #208 built 1891, 2-6-0. Rogers #4623. Became #1208, 1898, H-1.	1070
209	4-4-0 Manchester 1873. Rebuilt or new engine, Aurora 1883. Became #1209, 1898, A-2.	285
210	4-4-0 Manchester #503, 1873. New #210 built W. B. Shops 1885, 4-4-0. Became #1210, 1898, A-1.	24
211	4-4-0 Manchester #504, 1873. New #211 built at Aurora 1895, 2-6-0. Became #1211, 1898. Originally Class H-2 with Richmond Compound Cylinders. Changed to Class H-1.	1112
212	4-4-0 Manchester #505, 1873. Became #1212, 1898, A-3.	407
213	4-4-0 Manchester #506, 1873. New #213 built at Aurora 1893, 0-6-0. Became #1213, 1898, G-1.	1375
214	4-4-0 Manchester #507, 1873. Became #1214, 1898, A-2.	208
215	4-4-0 Manchester #508, 1873. Became #1215, 1898, A-3. Sc. 7-03.	
216	4-4-0 Manchester #509, 1873. No further record.	
217	4-4-0 Hinkley & Williams 1873. C. D. & M. #13. Became #1217, 1898, A-2.	203
218	4-4-0 Hinkley & Williams 1873. C. D. & M. #14. Became #1218, 1898, A-2.	204
219	4-4-0 Hinkley & Williams 1873. C. D. & M. #12. No further record. Three engines evidently purchased from Chicago, Dubuque & Minn. R. R. New #219 built W. B. Shops 1889, 2-6-0. Became #1219, 1898, H-1.	1013
220	4-4-0 Manchester 1874. L. L. & G. #15. Rebuilt to 0-4-0 1875.	
221	4-4-0 Manchester 1874. L. L. & G. #16. Rebuilt to 0-4-0 1875. These two engines from Leavenworth, Lawrence & Gibson R. R.	

No.		1904 No.
222	0-4-0 Aurora 1874. Became #1222, 1898, E-1.	552
223	0-4-0 Aurora 1874. No further record.	
224	0-4-0 Manchester #631, 1874. No further record. New #224 built W. B. Shops 1887, 0-6-0. Became #1224, 1898, G-1.	1320
225	0-4-0 Manchester #632, 1874. No further record. New #1225 built W. B. Shops 1898. Class H-2. 2-6-0.	1173
226	4-4-0 Manchester 1874. No further record. New #1226 built 1898, 2-6-0. Pittsburgh #1815. Class H-2.	1175
227	4-4-0 Manchester 1874. Became #1227, 1898, A-3.	409
228	4-4-0 Manchester #680, 1874. Became #1228, 1898, A-2.	209
229	4-4-0 Manchester #681, 1874. Became #1229, 1898, A-2.	210
230	4-4-0 Manchester #682, 1874. No further record. New #1230 built W. B. Shops 1898, 2-6-0. Class H-2.	1176
231	0-4-0 Manchester #675, 1874. No further record. New #231 built by CB&Q 1887, 0-6-0. Became #1231, 1898, G-1. Became KCStJ&CB #507, 1900. Relettered H&StJ #507 about 1901.	1314
232	0-4-0 Manchester #676, 1874. No further record. New #232 built W. B. Shops 1890, 2-6-0. Became #1232, 1898, H-1.	1052
233	0-4-0 Manchester #677, 1874. No further record. New #233 built W. B. Shops 1887, 0-6-0. Became #1233, 1898, G-1.	1321

One of the most interesting items in the history of the Burlington is, that there are two railroads with the name of Burlington & Missouri River, both of which were consolidated with the Chicago, Burlington & Quincy Railroad: The first in 1875, when that part of the system extending across the State of Iowa was absorbed into the C. B. & Q., and the second in 1880 when that part of the system west of the Missouri River, known as the Burlington & Missouri River Railroad in Nebraska, was acquired by consolidation. The latter road was continued under its own name for many years. The original Burlington & Missouri River Railroad was chartered in 1856 to build a line from Burlington, Iowa, to the Missouri River at East Plattsmouth. Through lack of capital very little progress was made, but in 1864 the C. B. & Q. extended financial aid and made a contract for the interchange of traffic. The road was completed to Ottumwa in 1865 and to the Missouri River in 1869. The connection with the C. B. & Q. was made at Burlington by means of ferry boats until August 13, 1868 when the bridge built by the C. B. & Q. was opened for traffic. A great many branch lines were built in Iowa, most of them under separate charters, but later bought or leased in perpetuity by the B. & M. R. or C. B. & Q. At an early date the B. & M. R. made arrangements for using the tracks of the K. C. St. J. & C. B. from Pacific Junction into Council Bluffs. By building some track in Council Bluffs the B. & M. R. made connections with the Union Pacific Railroad. The

bridge of the Union Pacific at Council Bluffs was not completed until January, 1873, and traffic at this point was also ferried across the river, except in the winter, when a temporary bridge was built by driving piles through the ice. Under date of December 31, 1872 the C. B. & Q. took a perpetual lease on the B. & M. R., this step being preliminary to an absolute consolidation, which was completed July 31, 1875. At the time of the consolidation the B. & M. R. owned 68 locomotives. They were still carrying names and possibly numbers, but there is no record of the latter. Only a few of the names are shown in the records of the Railroad and a few are also given in the records of the builders. All were re-lettered with the initials of the C. B. & Q. and given new numbers in 1875. The numbers assigned by the C. B. & Q. were extended from the highest number then in force; therefore, they became No. 234 to No. 302. They were mostly of the American Type and with a few exceptions built by the Manchester Locomotive Works. These should not be confused with the locomotives of the Burlington & Missouri River in Nebraska as they had become C. B. & Q. locomotives several years prior to the consolidation with that road and there is no record of any of them having been transferred to that road even in later years.

For the benefit of our readers who collect photographs, the engines of the original road were lettered B. & M. R. R. on tender with name of engine on cab. B. & M. R. in Nebraska engines were lettered with number on tender in large figures.

No.	1904 No.
234 4-4-0	Records show as built by B. & M. R. in 1872. No doubt it was rebuilt at that time. Records also show as rebuilt by C. B. & Q. in 1885. No data. New #234 built W. B. Shops 1889, 2-6-0. Became #1234, 1898, H-I. 1014
235 4-4-0	Records show as built by B. & M. R. in 1874, probably rebuilt. Original #2 of B. & M. R. was named "J. C. Hall." New #235 built W. B. Shops 1889, 2-6-0. Became #1235, 1898, H-I. 1035
236 4-4-0	McQueen 1855. Records show as rebuilt 1882. No data. New #1236 built 1898, 2-6-0. Pittsburgh #1821. Class H-2. 1177
237 4-4-0	Mason #78, 9-17-58. B&MR "Autocrat." New #237 built W. B. Shops 1883, 4-4-0. Became #1237, 1898, A-2. 286
238 4-4-0	Mason #79, 10-8-58. B&MR "Democrat." New #238 built W. B. Shops 1889, 2-6-0. Became #1238, 1898, H-I. 1015
239 4-4-0	Mason #81, 10-22-58. B&MR "Grandee." No record of second #239. 340
240 4-4-0	Mason #82, 11-14-58. B&MR "Commoner." New #240 built W. B. Shops 1884, 4-4-0. Became #1240, 1898, A-2. 340
241 4-4-0	Mason #83, 12-10-58. B&MR "Patriot." Rebuilt 1886. No record of second #241. 419
242 4-4-0	Manchester #74, 1866. B&MR "J. G. Reid." Rebuilt or new engine, CB&Q 1882, 4-4-0. Became #1242, 1898, A-2. Later changed to Class A-3. 419

No.		1904 No.
243	4-4-0 Manchester #75, 1866. B&MR "General Lowell." Rebuilt by CB&Q 1884. No further record. New #243 built by CB&Q 1890, 2-6-0. Became #1243, 1898, H-1. Became StLK&NW #760, 1901.	1046
244	0-4-0 New Jersey Loco. Works, 1866. B&MR "Lt. Gen. Grant." Rebuilt by CB&Q 1878. No further record.	
245	4-4-0 Manchester #99, 1867. B&MR "John W. Brooks." Became #1245, 1898, A-3. Scrapped about 1902.	
246	4-4-0 Manchester #100, 1867. B&MR "J. M. Forbes." No record of second #246.	
247	4-4-0 Manchester #110, 1868. B&MR "Abraham Lincoln." Became #1247, 1898, A-2.	200
248	4-4-0 Manchester #128, 1868. B&MR "General Grant." Became #1248, 1898, A-2. The two engines named for General Grant are shown in the records of the Railroad as well as in the records of the builders.	201
249	4-4-0 Manchester #129, 1868. B&MR "Gen. Sheridan." Rebuilt 1882. Became #1249, 1898, A-2. Became KCStJ&CB #552, 1900. Sold 1900.	
250	4-4-0 Manchester #130, 1868. B&MR "Gen. Sherman." Became #1250, 1898, A-4.	441
251	4-4-0 Manchester #131, 1868. B&MR "Gen. McPherson." No record of second #251.	
252	4-4-0 Manchester #141, 1869. B&MR "F. W. Grimes." Rebuilt by CB&Q. Became #1252, 1898, A-2.	202
253	4-4-0 Manchester #142, 1869. B&MR "Appanasse." New #253 built by Hinkley 1885, 4-4-0. Became #1253, 1898, A-2.	331
254	4-4-0 Manchester #143, 1869. B&MR "Pewisheik." New #254 built W. B. Shops 1891, 2-6-0. Became #1254, 1898, H-1.	1071
255	4-4-0 Manchester #144, 1869. B&MR "Pontiac." Rebuilt 1885. New #255 built at Aurora 1890, 0-6-0. Became #1255, 1898, G-1.	1347
256	4-4-0 Manchester #165, 1869. B&MR "Blackhawk." New #256 built W. B. Shops 1886, 4-4-0. Became #1256, 1898, A-1.	96
257	4-4-0 Manchester #166, 1869. B&MR "Neshata." No record of second #257.	
258	4-4-0 Manchester #186, 1869. B&MR. Became #1258, 1898, A-3. Scrapped 1-03.	
259	4-4-0 Manchester #187, 1869. B&MR. New #259 built W. B. Shops 1886, 4-4-0. Became #1259, 1898, A-1.	97
260	4-4-0 Manchester #188, 1869. B&MR. No further record.	
261	4-4-0 Manchester #189, 1869. B&MR. Became #1261, 1898, A-2. Scrapped 9-03.	
262	4-4-0 Manchester #190, 1869. B&MR. No further record. New #1262 built at Aurora 1898, 2-6-0. Class H-2.	1178

No.	1904 No.
263	4-4-0 Manchester #191, 1869. B&MR. No further record.
264	4-4-0 Manchester #194, 1869. B&MR. No further record.
265	4-4-0 Manchester #198, 1869. B&MR. No further record.
266	4-4-0 Manchester #199, 1869. B&MR. No further record.
267	4-4-0 Manchester #200, 1869. B&MR. Rebuilt or new engine Aurora 1883, 0-4-0. No data.
268	4-4-0 Manchester #201, 1869. B&MR. Became #1268, 1898, A-4. Scrapped about 1902.
269	4-4-0 Manchester 1870. Became #1269, 1898, A-3. Scrapped 1902.
270	4-4-0 Manchester 1870. No further record.
271	4-4-0 Manchester 1870. No further record.
272	4-4-0 Manchester 1870. No further record.
273	4-4-0 Manchester 1870. No further record.
274	4-4-0 Manchester 1870. B&MR. Became #1274, 1898, A-?. Sc. 2-04.
275	4-4-0 Manchester 1870. B&MR. No further record.
276	4-4-0 Manchester 1870. B&MR. Became #1276, 1898, A-2. Sc. 1902.
277	4-4-0 Manchester 1870. B&MR. No further record. New #277 built W. B. Shops 1888, 2-8-0. Became #1277, 1898, D-1. Rebuilt to 0-6-0, Class G-4. 1654
278	4-4-0 Manchester 1870. B&MR. No further record.
279	4-4-0 Manchester 1870. B&MR. No further record.
280	4-4-0 Manchester 1870. B&MR. Rebuilt or new engine built at W. B. Shops 1888, 4-4-0. Became #1280, 1898, A-2. 296
281	4-4-0 Manchester 1870. B&MR. Became #1281, 1898, A-3. 401
282	4-4-0 Manchester 1870. B&MR. No further record. New #282 built W. B. Shops 1887, 4-4-0. Became #1282, 1898, A-1. 106
283	4-4-0 Manchester 1870. B&MR. No further record. New #1283 built 1898, 2-6-0. Pittsburgh #1816. Class H-2. 1179
284	4-4-0 Manchester 1870. B&MR. No further record.
285	4-4-0 Manchester 1870. B&MR. No further record.
286	4-4-0 Manchester 1870. B&MR. No further record. New #286 built 1883, 4-4-0. Manchester #1148. No further record. New #286 built 1885, 4-4-0. Manchester #1217. Became #1286, 1898, Class A-2. Scrapped 6-03. One of the first engines was sold to the Kirksville R. R., date unknown. This was probably the B&MR engine. The second #286 was probably sent to one of the controlled roads.
287	4-4-0 Manchester 1871. B&MR. No further record.
288	4-4-0 Manchester 1871. B&MR. No further record. New #288 built at Aurora 1885, 4-4-0. Became #1288, 1898, A-1. Became StL K&NW #749, 1900. 42

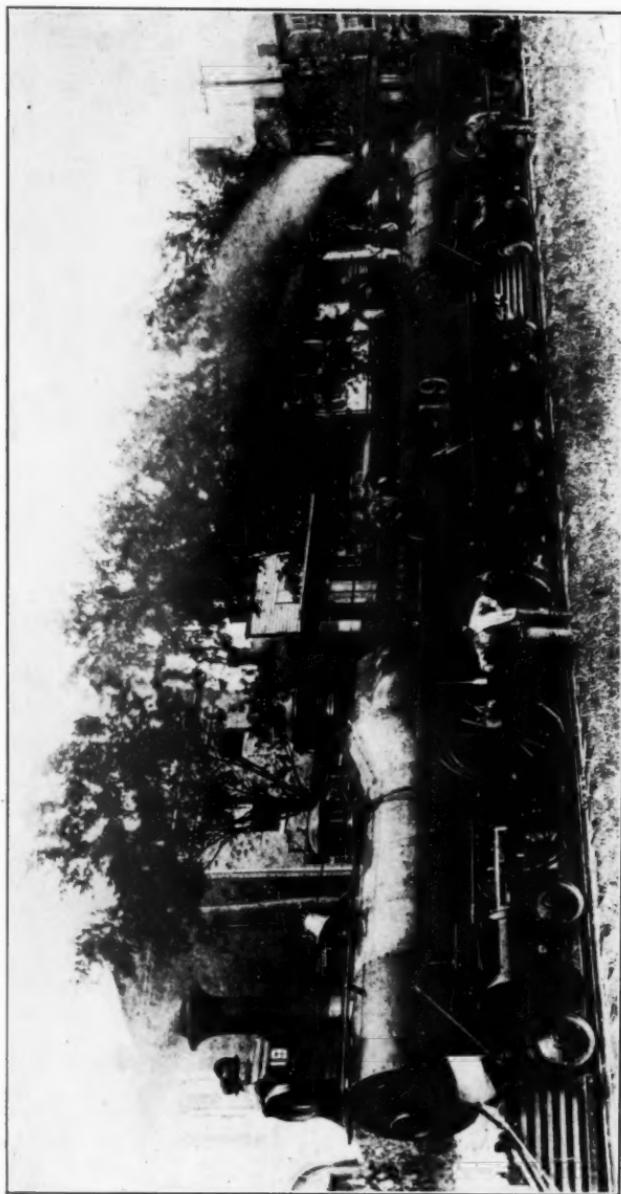
No.		1904 No.
289	4-4-0 Manchester 1871. B&MR. Became #1289, 1898, A-2.	206
290	4-4-0 Manchester 1871. B&MR. No further record. New #290 built W. B. Shops 1889, 2-6-0. Became #1290, 1898, H-1. Became KCStJ&CB #569, 1901.	1036
291	4-4-0 Manchester 1871. B&MR. No further record. New #291 built W. B. Shops 1887, 0-6-0. Became #1291, 1898, G-1.	1322
292	4-4-0 Manchester 1871. B&MR. No further record. New #292 built W. B. Shops 1886, 4-4-0. Became #1292, 1898, A-1.	98
293	4-4-0 Manchester 1871. B&MR. No further record. New #293 built W. B. Shops 1889, 0-6-0. Became #1293, 1898, G-1.	1343
294	4-4-0 Manchester 1871. B&MR. No further record. New #1294 built W. B. Shops 1898, 2-6-0. Class H-3.	1201
295	4-4-0 Manchester 1871. B&MR. No further record. New #295 built W. B. Shops 1885, 4-4-0. Became #1295, 1898, A-1.	25
296	4-4-0 Manchester 1871. B&MR. No further record.	
297	4-4-0 Manchester 1872. B&MR. No further record. New #297 built W. B. Shops 1887, 0-6-0. Became #1297, 1898, G-1.	1323
298	4-4-0 Manchester 1872. B&MR. No further record. New #298 built W. B. Shops 1889, 0-6-0. Became #1298, 1898, G-1.	1344
299	4-4-0 Manchester 1872. B&MR. No further record. New #1299 built 1898, 2-6-0. Pittsburgh #1822. Class H-2.	1182
300	4-4-0 Manchester 1872. B&MR. Became #1300, 1898, A-2.	207
301	4-4-0 Manchester 1872. B&MR. No further record.	
302	4-4-0 Manchester 1872. B&MR. Rebuilt by CB&Q 1885. New #320 built W. B. Shops 1889, 2-6-0. Became #1302, 1898, H-1. Became StL&NW #766, 1901.	1037
303	Hinkley. No record of date or type. New #1303 built 1898, 2-6-0. Pittsburgh #1819. Class H-2.	1180
304	No record of original engine. New #304 built at Aurora 1890, 2-6-0. Became #1304, 1898, H-1. Became H&StJ #681, 1901.	1045
305	Danforth Cooke 1872. No record of type. New #305 built at Galesburg 1885, 4-4-0. Became #1305, 1898, A-1.	26
306	Built by CB&Q 1885. No record of type.	
307	4-4-0 Built by CB&Q 1878. Became #1307, 1898, A-2. Became KCStJ&CB #555, 1900. Sold 5-30-03.	
308	4-4-0 Built at Aurora 1878. Became #1308, 1898, A-2.	215
309	4-4-0 Built at Aurora 1878. Became #1309, 1898, A-2.	226
310	4-4-0 Built at Aurora 1878. Became #1310, 1898, A-2.	227
311	4-4-0 Manchester #749, 1878. Became #1311, 1898, A-2.	216

No.		1904 No.
312	4-4-0 Manchester #757, 1878. No further record. New #312 built at Aurora 1890, 2-6-0. Became #1312, 1898, H-I.	1053
313	4-4-0 Manchester #758, 1878. Became #1303, 1898, A-2.	217
314	0-4-0 Built by CB&Q 1879. No further record.	
315	0-4-0 Built by CB&Q 1879. No further record.	
316	0-4-0 Built by CB&Q 1879. No further record.	
317	4-4-0 Baldwin #4696, 1879. No further record.	
318	4-4-0 Baldwin #4697, 1879. Became #1318, 1898, A-2.	228
319	4-4-0 Baldwin #4698, 1879. Became #1319, 1898, A-2.	229
320	4-4-0 Baldwin #4700, 1879. Became #1320, 1898, A-2.	230
321	4-4-0 Baldwin #4701, 1879. Became #1321, 1898, A-2.	231
322	4-4-0 Baldwin #4702, 1879. Became #1322, 1898, A-2.	232
323	4-4-0 Baldwin #4705, 1879. Became #1323, 1898, A-2. Became CB&KC #824, 1901.	221
324	4-4-0 Baldwin #4707, 1879. No further record. This engine or #317 became StLK&NW #19 prior to 1898. New #324 by CB&Q 1891, 2-6-0. Became #1324, 1898, H-I.	1072
325	2-8-0 Baldwin #4683, 1879. Became H&StJ #615, 1898, D-I. Rebuilt to 0-6-0, G-4. Became StLK&NW #615, date unknown.	1601
326	2-8-0 Baldwin #4682, 1879. Became KCStJ&CB #511, 1898, D-I. Rebuilt to 0-6-0, G-4. Became StLK&NW #511, date unknown.	1600
327	4-4-0 Manchester #763, 1879. Became #1327, 1898, A-2.	233
328	4-4-0 Manchester #764, 1879. No further record.	
329	4-4-0 Manchester #765, 1879. Became #1329, 1898, A-2.	234
330	4-4-0 Manchester #766, 1879. Became #1330, 1898, A-2.	235
331	4-4-0 Manchester #767, 1879. Became #1331, 1898, A-2.	236
332	4-4-0 Manchester #768, 1879. Became #1332, 1898, A-2. Retired 4-03.	
333	4-4-0 Manchester #769, 1879. Became #1333, 1898, A-2.	237
334	0-6-0 CB&Q 1879. Original Class F. No further record.	
335	0-6-0 CB&Q 1879. Class F. No further record. New #335 built at Aurora, 1896, 0-6-0. Became #1335, 1898, G-I.	1376
336	0-6-0 CB&Q 1879. Class F. New #336 built at Aurora 1891, 2-6-0. Became #1336, 1898, H-I.	1073
337	4-4-0 Baldwin #4769, 1879. Became #1337, 1898, A-2.	238
338	4-4-0 Baldwin #4770, 1879. Became #1338, 1898, A-2. Became KCStJ&CB #553, 1900. Sold 6-03.	
339	4-4-0 Baldwin #4771, 1879. Became #1339, 1898, A-2.	239

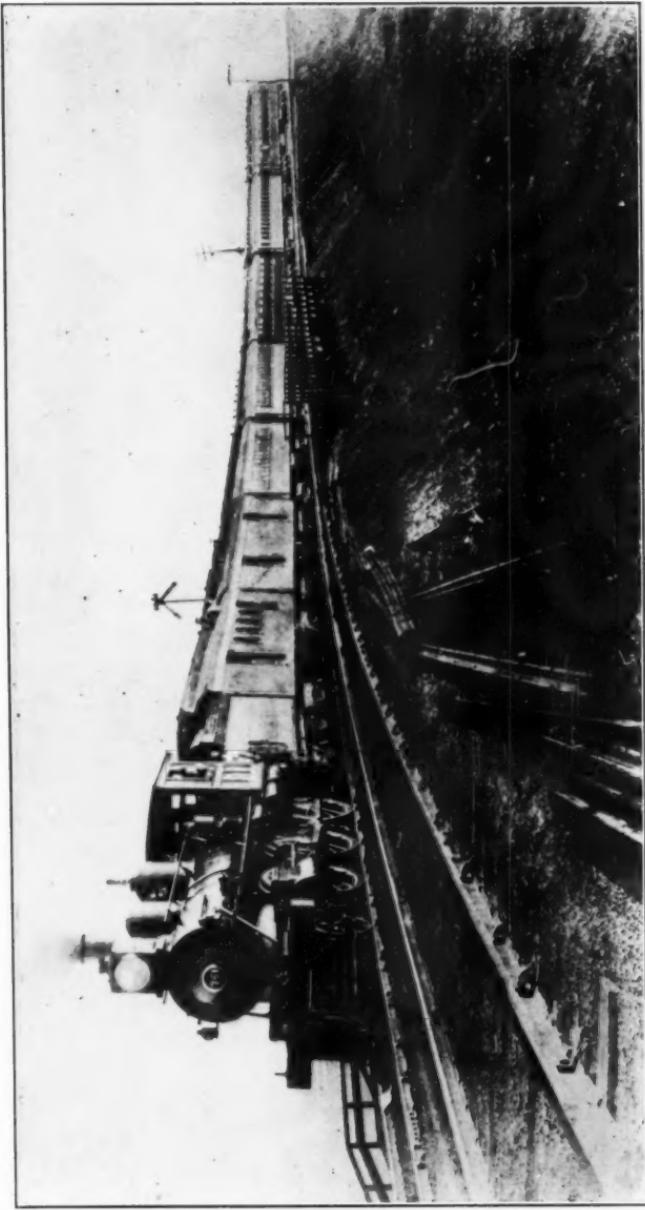
No.		1904 No.
340	4-4-0 Baldwin #4773, 1879. Became #1340, 1898, A-2. Became StLK&NW #750, 1901. Lettered CB&KC #750.	220
341	4-4-0 Baldwin #4777, 1879. Became #1341, 1898, A-2.	240
342	0-4-0 Built by CB&Q 1879. No further record.	
343	0-4-0 Built by CB&Q 1879. Became #1343, 1898, E-I.	559
344	0-4-0 Built by CB&Q 1880. Became #1344, 1898, E-I. Leased to M. & W. I. 1903. No further record.	
345	2-8-0 Baldwin #5146, 1880. Became #1345, 1898, D-I. Became KCStJ&CB #504. Rebuilt to 0-6-0, G-4.	1602
346	2-8-0 Baldwin #5150, 1880. Became #1346, 1898, D-I. Reb. to G-4.	1604
347	2-8-0 Baldwin #5179, 1880. Became #1347, 1898, D-I. Reb. to G-4.	1605
348	2-8-0 Baldwin #5181, 1880. Became #1348, 1898, D-I. Reb. to G-4.	1606
349	2-8-0 Baldwin #5202, 1880. Became #1349, 1898, D-I. Became StLK&NW #701. Rebuilt to Class G-4.	1603
350	2-8-0 Baldwin #5203, 1880. Became #1350, 1898, D-I. Reb. to G-4.	1607

One railroad that was built by private interests and later absorbed by the Chicago, Burlington & Quincy Railroad was the old St. Louis, Rock Island & Chicago Railroad. This road was chartered February 16, 1865 under the name of the Rockford, Rock Island & St. Louis Railroad and the line completed in December, 1870. The line extended from Sterling, Ill. to Alton Junction, Ill., 260.26 miles. The line of the St. L. A. & T. H. was used from Alton Junction to East St. Louis and the main line of the C. & N. W. was used for a few miles west of Sterling. The line of the C. R. I. & P. was used from Port Byron Junction to Rock Island. This property was sold at foreclosure August 16, 1875, being bought by the bondholders who reorganized under the name of the St. Louis, Rock Island & Chicago Railroad Company. In 1876 the line was leased to the C. B. & Q. The C. B. & Q. built lines from Cleveland Junction to Cleveland, Keithsburg to Sagetown and from Port Byron Junction to Rock Island. This road was known for a number of years as the St. Louis Division and its operation was not profitable until the C. B. & Q. built its line to the coal fields of southern Illinois in about 1903 after which parts of the old line became a very important part of the Burlington. The St. Louis, Rock Island & Chicago R. R. owned thirty locomotives which were relettered with the initials of the C. B. & Q. and numbers assigned in 1880. They became C. B. & Q. No. 351 to No. 380.

351	0-4-0 McKay & Aldus 1869. StLRI&C #1. Became #1351, 1898, E-I.	550
352	0-4-0 Hinkley 1869. StLRI&C #2. No further record.	



St. L. K. & N.W. #19. Baldwin, 1879.



St. L. K. # N. W. #761. Aurora, 1888. One of the Passenger Moguls.

No.		1904 No.
353	4-4-0 Danforth Cooke 1869. StLRI&C #3. Rebuilt 1883. No further record.	
354	4-4-0 Danforth Cooke 1869. StLRI&C #4. New #354 built at Aurora 1883, 0-4-0. Became #1354, 1898, E-1.	567
355	4-4-0 Danforth Cooke 1869. StLRI&C #5. No further record.	
356	4-4-0 Danforth Cooke 1869. StLRI&C #6. New #356 built by Hinkley 1885, 4-4-0. Became #1356, 1898, A-2.	332
357	4-4-0 Danforth Cooke 1869. StLRI&C #7. New #357 built W. B. Shops 1886, 4-4-0. Became #1357, 1898, A-1.	99
358	4-4-0 Danforth Cooke, 1869. StLRI&C #8. New #358 built W. B. Shops 1887, 4-4-0. Became #1358, 1898, A-1.	107
359	4-4-0 Danforth Cooke 1869. StLRI&C #9. No further record.	
360	4-4-0 Danforth Cooke 1869. StLRI&C #10. Rebuilt at Aurora 1880. Became #1360, 1898, A-2.	245
361	4-4-0 Danforth Cooke 1869. StLRI&C #11. Rebuilt by CB&Q 1879. Became #1361, 1898, A-5.	461
362	4-4-0 Danforth Cooke 1869. StLRI&C #12. Rebuilt CB&Q 1879. Became CB&N #915, 1898, A-3. Became CB&Q #915, 1899.	415
363	4-4-0 Danforth Cooke 1870. StLRI&C #13. New #363 built W. B. Shops 1885, 4-4-0. Became #1363, 1898, A-1.	27
364	4-4-0 Danforth Cooke 1870. StLRI&C #14. New #364 built at Aurora 1895, 2-6-0. Became #1364, 1898. Built originally with compound cylinders. Changed from Class H-2 to Class H-1. Became B&MR #385, 1901.	1113
365	4-4-0 Danforth Cooke 1870. StLRI&C #15. Rebuilt 1884. Became #1365, 1898, A-2.	297
366	4-4-0 Danforth Cooke 1870. StLRI&C #16. Rebuilt 1881. Became #1366, 1898, A-2.	253
367	4-4-0 Lancaster 1870. StLRI&C #17. Rebuilt 1886. Became #1367, 1898, A-2. Became KCStJ&CB #554, 1900. Scrapped 1903.	
368	4-4-0 Lancaster 1870. StLRI&C #18. Rebuilt 1881. Became #1368, 1898, A-2.	254
369	4-4-0 Lancaster 1870. StLRI&C #19. Rebuilt 1881. No further record.	
370	4-4-0 Lancaster 1870. StLRI&C #20. Rebuilt at Beardstown 1886. Became #1370, 1898, A-3. Rebuilt to Inspection engine at Aurora. Records are not clear on this engine. It was probably rebuilt at Aurora about 1899. It was the first Inspection engine on CB&Q.	425
371	4-4-0 Lancaster 1870. StLRI&C #21. Rebuilt at Aurora 1881. Became #1371, 1898. Retired 4-03.	
372	4-4-0 Lancaster 1870. StLRI&C #22. Rebuilt, date unknown. Became #1372, 1898, A-2.	205
373	4-4-0 Lancaster 1870. StLRI&C #23. Became #1373, 1898, A-?. Became CB&N #914, 1898. Became CB&Q #914, 1899. Scrapped 3-03.	

No.		1904 No.
374	Type unknown. Danforth Cooke 1870. StLRI&C #24. Rebuilt or new engine built Aurora 1883, 0-4-0. Became #1374, 1898, E-1.	568
375	4-4-0 Danforth Cooke 1870. StLRI&C #25. Rebuilt at Aurora 1880. Became #1375, 1898, A-2.	246
376	4-4-0 Danforth Cooke 1870. StLRI&C #26. New #376 built W. B. Shops 1885, 4-4-0. Became #1376, 1898, A-1.	28
377	4-4-0 Danforth Cooke 1870. StLRI&C #27. Rebuilt at Galesburg 1881. Became #1377, 1898, A-2.	255
378	4-4-0 Danforth Cooke 1870. StLRI&C #28. New #378 built at Aurora 1886, 4-4-0. Became #1378, 1898, A-1.	100
379	4-4-0 Danforth Cooke 1870. StLRI&C #29. Became #1379, 1898, A-3.	402
380	4-4-0 Danforth Cooke 1870. StLRI&C #30. Became #1380, 1898, A-3.	403
381	0-4-0 Aurora 1880. Became #1381, 1898, E-1.	561
382	0-4-0 Aurora 1880. Became #1382, 1898, E-1. No further record.	
383	0-4-0 Aurora 1880. No further record.	
384	0-4-0 Aurora 1880. No further record.	
385	Aurora 1881. No record of type.	
386	Aurora 1881. No record of type.	
387	Aurora 1881. No record of type.	
388	Aurora 1881. No record of type.	
389	2-8-0 Baldwin #5692, 1881. Became #1389, 1898, D-1. Reb. to G-4.	1608
390	2-8-0 Baldwin #5696, 1881. Became #1390, 1898, D-1. Reb. to G-4.	1609
391	2-8-0 Baldwin #5717, 1881. Became #1391, 1898, D-1. Reb. to G-4.	1610
392	2-8-0 Baldwin #5719, 1881. Became #1392, 1898, D-1. Reb. to G-4.	1611
393	2-8-0 Baldwin #5729, 1881. Became #1393, 1898, D-1. Reb. to G-4.	1612
394	2-8-0 Baldwin #5734, 1881. Became #1394, 1898, D-1. Reb. to G-4.	1613
395	2-8-0 Baldwin #5749, 1881. Became #1395, 1898, D-1. Reb. to G-4.	1614
396	2-8-0 Baldwin #5752, 1881. Became #1396, 1898, D-1. Reb. to G-4.	1615
397	2-8-0 Baldwin #5759, 1882. No further record. New #397 built at Aurora 1884, 2-8-0 Became #1397, 1898, D-2. Became B&MR #383, 1901.	2980
398	2-8-0 Bald #5762, 1882. No further record. #397 and #383 were built with wide fireboxes of Wootten type. New #398 built 1891, 2-6-0. Rogers #4595. Became #1398, 1898, H-1.	1074
399	4-4-0 Manchester #887, 1881. Became #1399, 1898, A-2.	256
400	4-4-0 Manchester #888, 1881. Became #1400, 1898, A-2.	257
401	4-4-0 Manchester #889, 1881. Became #1401, 1898, A-2.	258

No.		1904 No.
402	4-4-0 Manchester #890, 1881. Became #1402, 1898, A-2. Became KCStJ&CB #534, 1900. Scrapped 1903.	
403	4-4-0 Manchester #891, 1881. Became #1403, 1898, A-2.	259
404	4-4-0 Manchester #892, 1881. Became #1404, 1898, A-2.	260
405	4-4-0 Manchester #893, 1881. Became #1405, 1898, A-2. Became StLK&NW #751, 1901.	264
406	4-4-0 Manchester #894, 1881. Became #1406, 1898, A-2.	261
407	4-4-0 Manchester #885, 1881. Became #1407, 1898, A-2.	262
408	4-4-0 Manchester #886, 1881. Became StLK&NW #18. Became StLK&NW #743, 1898, A-2. Later changed to CB&KC #743. New #408 built by CB&Q 1892, 2-6-0. Became #1408, 1898, H-1. Became H&StJ #687, 1901.	263 1093
409	0-4-0 Aurora 1881. No further record.	
410	0-4-0 Aurora 1881. No further record.	
411	0-4-0 Aurora 1881. Became #1411, 1898, E-1.	562
412	0-4-0 Aurora 1881. No further record. New #412, Manchester #1218, 1885, 4-4-0. Became #1412, 1898, A-1. Became KCStJ&CB #543, 1900.	30
413	0-4-0 Aurora 1881. No further record.	
414	2-8-0 Baldwin #6296, 1882. Became B&MR #97, 10-82. Reb. to G-4. New #414, Manchester #1149, 1883, 4-4-0. No further record. New #414, Manchester #1219, 1885, 4-4-0. Became B&MR #147, 5-86. Scrapped 1903. New #414, Baldwin #11210, 1890, 2-6-0. Became #1414, 1898, H-1.	1621 1054
415	2-8-0 Baldwin #6298, 1882. Became #1415, 1898, D-1. Reb. to G-4.	1616
416	2-8-0 Baldwin #6301, 1882. Became #1416, 1898, D-1. Became KCStJ&CB #514, 1900. Later StLK&NW #514. Reb. to G-4.	1623
417	2-8-0 Baldwin #6308, 1882. Became #1417, 1898, D-1. Became KCStJ&CB #506, 1900. Rebuilt to G-4.	1622
418	2-8-0 Baldwin #6313, 1882. Became #1418, 1898, D-1. Reb. to G-4.	1617
419	2-8-0 Baldwin #6315, 1882. Became #1419, 1898, D-1. Became B&MR #382, 1901. Rebuilt to G-4.	1637
420	2-8-0 Baldwin #6327, 1882. Became #1420, 1898, D-1. Reb. to G-4.	1618
421	2-8-0 Baldwin #6328, 1882. Became #1421, 1898, D-1. Became KCStJ&CB #515, 1900. Rebuilt to G-4.	1624
422	2-8-0 Baldwin #6348, 1882. Became #1422, 1898, D-1. Reb. to G-4.	1619
423	2-8-0 Baldwin #6347, 1882. Became #1423, 1898, D-1. Reb. to G-4.	1620
424	0-4-0 Aurora 1882. No further record.	
425	0-4-0 Aurora 1882. No further record.	
426	0-4-0 Aurora 1882. Became #1426, 1898, E-1.	564

No.	1904 No.
427 Type unknown, CB&Q 1882. Sold to Chicago & Iowa R. R. New #427, Manchester #1220, 1885, 4-4-0. Records not clear on this engine. May be the engine listed as #273, 1904.	
428 0-4-0 CB&Q 1882. Became B&MR #96, 1882. Scrapped 1901. New #428, Manchester #1150, 1883, 4-4-0. Became #1428, 1898, A-2.	274
429 4-4-0 Manchester #1151, 1883. Became #1429, 1898, A-2.	287
430 4-4-0 Manchester #1152, 1883. Became #1430, 1898, A-2.	288
431 4-4-0 Manchester #1153, 1883. Became #1431, 1898, A-2. Became StLK&NW #752, 1901. Changed to CB&KC #752.	291
432 4-4-0 Manchester #1154, 1883. Became #1432, 1898, A-2.	289
433 4-4-0 Manchester #1155, 1883. Became #1433, 1898, A-2. Became CB&KC #825, 1901.	292
434 4-4-0 Manchester #1156, 1883. Became B&MR #150, 1886. Class A-2. New #434, Rhode Island #1664, 1886, 2-8-0. Became #1434, 1898, D-1. Rebuilt to Class G-4.	328 1638
435 4-4-0 Manchester #1157, 1883. Became B&MR #148, 1886. Scrapped 6-04. New #435, Rhode Island #1665, 1886, 2-8-0. Became #1435, 1898, D-1. Rebuilt to Class G-4.	1639
436 4-4-0 Hinkley 1884. Became B&MR #129, 1884. Class A-2. New #436, Manchester #1221, 1885, 4-4-0. Became B&MR #146, 1886, A-2. New #436, Rhode Island #1666, 1886, 2-8-0. Became #1436, 1898, D-1. Rebuilt to Class G-4.	319 326 1640
437 4-4-0 Hinkley 1884. Became B&MR #130, 1884. A-2. New #437, Manchester #1222, 1885, 4-4-0. Became B&MR #149, 1886, A-2. New #437, Rhode Island #1667, 1886, 2-8-0. Became KCStJ&CB #512, 1898, D-1. Rebuilt to Class G-4.	321 327 1648
438 4-4-0 Hinkley 1884. Became B&MR #145, 1886. A-2. New #438, Rhode Island #1668, 1886, 2-8-0. Became #1438, 1898, D-1. Rebuilt to Class G-4.	320 1641
439 4-4-0 Hinkley 1885. Became B&MR #151, 1886. Scrapped 1903. New #439, Rhode Island #1669, 1886, 2-8-0. Became #1439, 1898, D-1. Became KCStJ&CB #516, 1900. Later StLK&NW #516. Rebuilt to G-4.	1649
440 4-4-0 Hinkley 1885. Became B&MR #152, 1886. A-2. New #440, Rhode Island #1670, 1886, 2-8-0. Became #1440, 1898, D-1. Rebuilt to Class G-4.	321 1642
441 4-4-0 Hinkley 1885. No further record. New #441, Rhode Island #1671, 1886, 2-8-0. Became #1441, 1898, D-1. Rebuilt to Class G-4.	1643
442 4-4-0 Hinkley 1885. Became B&MR #153, 1886. A-2. New #442, Rhode Island #1672, 1886, 2-8-0. Became #1442, 1898, D-1. Rebuilt to Class G-4.	322 1644
443 4-4-0 Hinkley 1885. Became B&MR #154, 1886. A-2. New #443, Rhode Island #1673, 1886, 2-8-0. Became #1443, 1898, D-1. Rebuilt to Class G-4.	323 1645

No.		1904 No.
444	4-4-0 Hinkley 1885. Became B&MR #155, 1886. Scrapped 1903. New #444, Rhode Island #1674, 1886, 2-8-0. Became #1444, 1898, D-I. Rebuilt to Class G-4.	1646
445	4-4-0 Hinkley 1885. Became B&MR #156, 1886. A-2. New #445, Rhode Island #1675, 1886, 2-8-0. Became #1445, 1898, D-I. Became KCStJ&CB #505, 1900. Rebuilt to Class G-4.	324 1647
446	0-4-0 CB&Q 1884. Became #1446, 1898, E-I. Sold 9-03.	
447	0-4-0 CB&Q 1884. No further record.	
448	0-4-0 CB&Q 1884. Became #1448, 1898, E-I.	569
449	2-8-0 Baldwin #7327, 1884. Became #1449, 1898, D-I. Reb. to G-4.	1629
450	2-8-0 Baldwin #7328, 1884. Became #1450, 1898, D-I. Reb. to G-4.	1630
451	2-8-0 Baldwin #7331, 1884. Became #1451, 1898, D-I. Reb. to G-4.	1631
452	2-8-0 Baldwin #7343, 1884. Became #1452, 1898, D-I. Became B&MR #381, 1901. Rebuilt to Class G-4.	1636
453	2-8-0 Baldwin #7337, 1884. Became #1453, 1898, D-I. Reb. to G-4.	1632
454	2-8-0 Baldwin #7342, 1884. Became #1454, 1898, D-I. Reb. to G-4.	1633
455	2-8-0 Baldwin #7352, 1884. Became #1455, 1898, D-I. Became H&StJ #616, 1900, later KCStJ&CB #616. Rebuilt to G-4.	1628
456	2-8-0 Baldwin #7351, 1884. Became #1456, 1898, D-I. Became KCStJ&CB #517, 1900. Rebuilt to Class G-4.	1627
457	2-8-0 Baldwin #7359, 1884. Became #1457, 1898, D-I. Reb. to G-4.	1634
458	2-8-0 Baldwin #7361, 1884. Became B&MR #122, 1884. Reb. to G-4. New #458, Manchester #1223, 1885, 4-4-0. Became #1458, 1898, A-2.	1635 333
459	0-6-0 Aurora 1886. Became #1459, 1898, G-I.	1307
460	0-6-0 Aurora 1886. Became #1460, 1898, G-I. Became KCStJ&CB #557, 1900.	1313

The class shown for the early 4-4-0 transferred to the B. & M. R. is the classification assigned to these engines in 1898. All D-I engines were rebuilt to G-4 from 1900 to 1903.

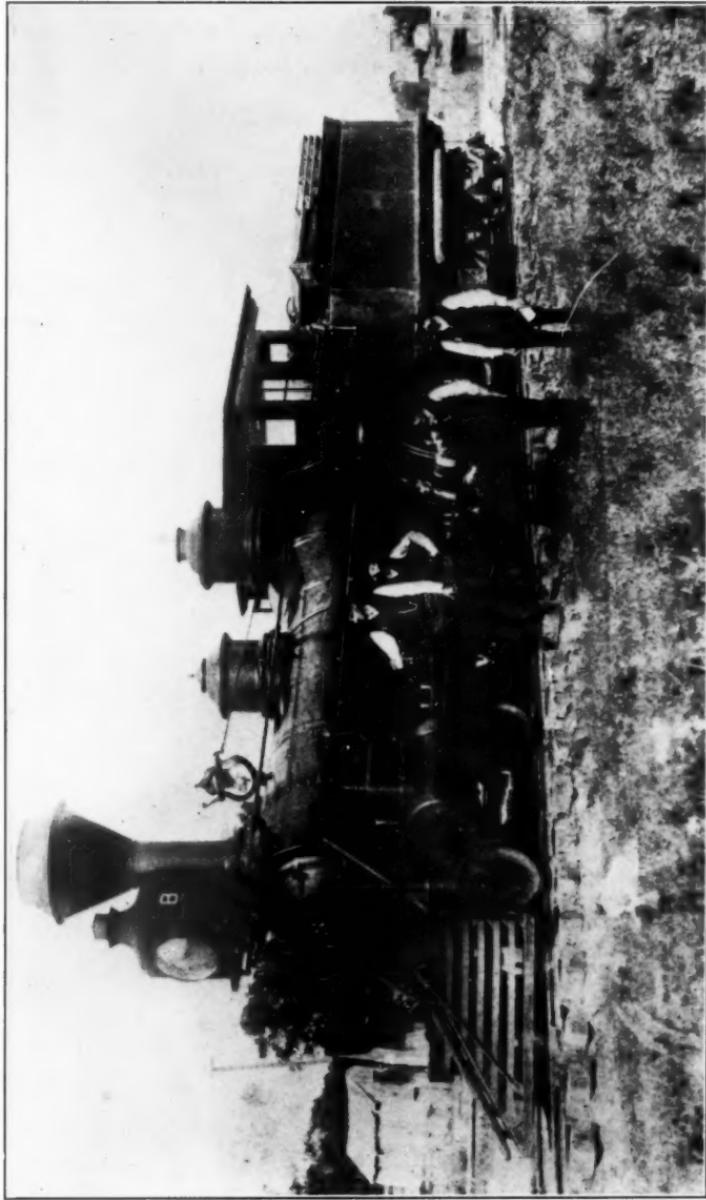
461	0-6-0 Aurora, 1886. Became #1461, 1898, G-I.	1308
462	0-6-0 Aurora, 1886. Became #1462, 1898, G-I.	1309
463	0-6-0 Aurora, 1886. Became #1463, 1898, G-I.	1310
464	0-6-0 Aurora, 1886. Became #1464, 1898, G-I. Became K&W #13 about 1900 and K&W #803, 1903.	1317
465	0-6-0 Aurora, 1887. Became #1465, 1898, G-I.	1324
466	0-6-0 Aurora, 1887. Became #1466, 1898, G-I.	1329
467	0-6-0 Aurora, 1887. Became #1467, 1898, G-I.	1325

No.		1904 No.
468	0-6-0 Aurora, 1887. Became #1468, 1898, G-I.	1326
469	0-6-0 Aurora, 1887. Became #1469, 1898, G-I.	1327
470	0-6-0 Baldwin #11165, 1890. Became #1470, 1898, G-I.	1348
471	0-6-0 Baldwin #11167, 1890. Became #1471, 1898, G-I.	1349
472	0-6-0 Baldwin #11168, 1890. Became #1472, 1898, G-I.	1350
473	0-6-0 Baldwin #11195, 1890. Became #1473, 1898, G-I.	1351
474	0-6-0 Baldwin #12468, 1892. Became #1474, 1898, G-I.	1360
475	0-6-0 Baldwin #12469, 1892. Became #1475, 1898, G-I.	1361
476	0-6-0 Baldwin #12470, 1892. Became #1476, 1898, G-I. Became B&MR #337, 8-98 New #1476 built by CB&Q, 1899, 0-6-0. Class G-2.	1364
		1390
477	0-6-0 Baldwin #12474, 1892. Became #1477, 1898, G-I. Became B&MR #338, 8-98.	1365
478	0-6-0 Baldwin #12471, 1892. Became #1478, 1898, G-I.	1362
479	0-6-0 Baldwin #12475, 1892. Became #1479, 1898, G-I.	1363
480	2-6-0 Rogers #4654, 1892. Became #1480, 1898, H-I.	1097
481	2-6-0 Rogers #4655, 1892. Became #1481, 1898, H-I.	1098
482	2-6-0 Rogers #4656, 1892. Became #1482, 1898, H-I.	1099
483	2-6-0 Rogers #4657, 1892. Became #1483, 1898, H-I. Became K&W #31, K&W #839, StLK&NW #839.	1095
484	2-6-0 Rogers #4671, 1892. Became #1484, 1898, H-I. Became KCStJ&CB #574, 1901.	1090
485	2-6-0 Rogers #4672, 1892. Became #1485, 1898, H-I.	1100
486	2-6-0 Rogers #4675, 1892. Became #1486, 1898, H-I.	1101
487	2-6-0 Rogers #4676, 1892. Became #1487, 1898, H-I.	1102
488	2-6-0 Rogers #4689, 1892. Became #1488, 1898, H-I.	1103
489	2-6-0 Rogers #4690, 1892. Became #1489, 1898, H-I.	1104
490	2-6-0 Rogers #4691, 1892. Became #1490, 1898, H-I.	1105
491	2-6-0 Rogers #4692, 1892. Became #1491, 1898, H-I. Became StLK&NW #765, 1901.	1094
492	2-6-0 Rogers #4698, 1892. Became #1492, 1898, H-I.	1106
493	2-6-0 Rogers #4699, 1892. Became #1493, 1898, H-I.	1107
494	2-6-0 Rogers #4703, 1892. Became #1494, 1898, H-I.	1108
495	2-6-0 Rogers #4704, 1892. Became #1495, 1898, H-I. Became H&StJ #686, 1901.	1092
496	2-6-0 Rogers #4705, 1892. Became #1496, 1898, H-I. Became KCStJ&CB #575, 1901.	1091

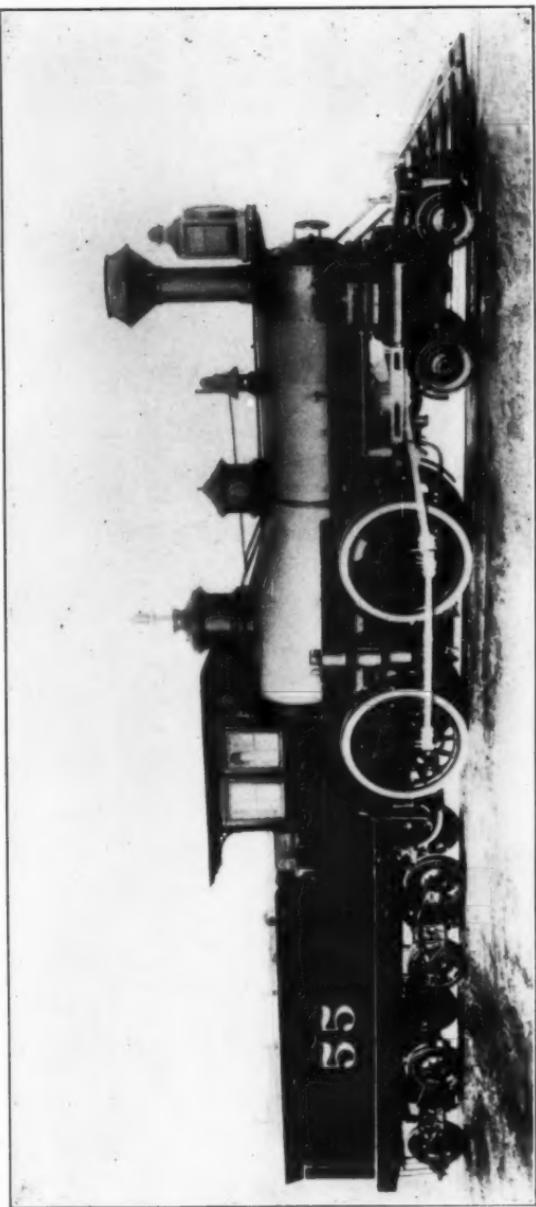
No.		1904 No.
497	2-6-0 Rogers #4706, 1892. Became #1497, 1898, H-1.	1111
498	2-6-0 Rogers #4707, 1892. Became #1498, 1898, H-1.	1109
499	2-6-0 Rogers #4708, 1892. Became #1499, 1898, H-1.	1110
500	0-6-2-T Aurora, 1889. Changed from #83, 6-90. Became #1500, 1898, I-1.	500
501	0-6-2-T Aurora, 1890. Became #1501, 1898, I-1.	501
502	0-6-2-T Aurora, 1890. Became #1502, 1898, I-1.	502
503	0-6-2-T Aurora, 1891. Became #1503, 1898, I-1.	503
504	0-6-2-T Aurora, 1893. Became #1504, 1898, I-1.	504
505 to 509	Vacant.	
510	2-6-0 Rogers #4747, 1892. Became #1510, 1898, H-2.	1122
511	2-6-0 Rogers #4748, 1892. Became #1511, 1898, H-2.	1123
512	2-6-0 Rogers #4753, 1892. Became #1512, 1898, H-2.	1124
513	2-6-0 Rogers #4754, 1892. Became #1513, 1898, H-2. Became H&StJ #688, 1901.	1139
514	2-6-0 Rogers #4761, 1892. Became #1514, 1898, H-2.	1125
515	2-6-0 Rogers #4781, 1892. Became #1515, 1898, H-2.	1126
516	2-6-0 Rogers #4782, 1892. Became #1516, 1898, H-2.	1127
517	2-6-0 Rogers #4783, 1892. Became #1517, 1898, H-2.	1128
518	2-6-0 Rogers #4792, 1892. Became #1518, 1898, H-2.	1129
519	2-6-0 Rogers #4793, 1892. Became #1519, 1898, H-2.	1130
520	2-6-0 Rogers #4794, 1892. Became #1520, 1898, H-2.	1131
521	2-6-0 Rogers #4803, 1892. Became #1521, 1898, H-2.	1132
522	2-6-0 Rogers #4804, 1892. Became #1522, 1898, H-2.	1133
523	2-6-0 Rogers #4811, 1892. Became #1523, 1898, H-2.	1134
524	2-6-0 Rogers #4812, 1892. Became #1524, 1898, H-2.	1135
525	2-6-0 Rogers #4820, 1893. Became #1525, 1898, H-2.	1142
526	2-6-0 Rogers #4821, 1893. Became #1526, 1898, H-2.	1143
527	2-6-0 Rogers #4822, 1893. Became #1527, 1898, H-2.	1144
528	2-6-0 Rogers #4823, 1893. Became #1528, 1898, H-2.	1145
529	2-6-0 Rogers #4824, 1893. Became #1529, 1898, H-2.	1146
530	2-6-0 Rogers #4825, 1893. Became #1530, 1898, H-2. Became H&StJ #689, 1901.	1141

Dates for changes on No. 483 not on record. These changes made from 1898 to 1903.

No.		1904 No.
531	2-6-0 Rogers #4833, 1893. Became #1531, 1898, H-2.	1147
532	2-6-0 Rogers #4834, 1893. Became #1532, 1898, H-2.	1148
Numbers 533 to 549 were not used prior to 1898. Numbers 1533 to 1548 assigned to 2-6-0, Class H-3, engines built in 1898 and 1899. No record of number 549 or 1549 being used.		
550	4-4-0 Rogers #4849, 1893. Became #1550, 1898, A-6. This engine was originally Class M.	472
#1551 to #1569 2-6-0, Class H-4, built 1899 and 1900.		
		1200 (Series)
#1576 to #1583 4-4-2, Class P-2, built 1903.		
		2500 (Series)
#1584 to #1589 4-4-2, Class P-2-Comp., built 1902.		
		2500 (Series)
590	2-4-2 Baldwin #14410, 1895. Became #1590, 1898, N-1.	2400
#1591 to #1595 4-4-2, Class P-1-Comp., built 1899 and 1900.		
		2500 (Series)
602	4-4-0 Hinkley. Date unknown. Became #1602, 1898, A-5.	460
603	4-4-0 Builder and date unknown. Became #1603, 1898. Scrapped 2-04.	
604	4-4-0 Pittsburgh 1882. Became #1604, 1898, A-2.	275
605	4-4-0 Pittsburgh 1882. Became #1605, 1898, A-2.	276
606	4-4-0 Pittsburgh 1882. Became #1606, 1898, A-2.	277
607	4-4-0 Pittsburgh 1882. Became #1607, 1898, A-2.	278
610	4-4-0 Aurora 1887. Became #1610, 1898, A-1.	110
612	4-4-0 Aurora 1892. Class M. Became #1612, 1898, A-6.	470
616	4-4-0 Aurora 1887. Became #1616, 1898, A-1.	111
617	4-4-0 Aurora 1892. Class M. Became #1617, 1898, A-6.	471
618	4-4-0 Aurora 1884. Became #1618, 1898, A-2.	298
619	4-4-0 Aurora 1886. Became #1619, 1898, A-1.	101
620	4-4-0 Aurora 1886. Became #1620, 1898, A-1.	102
#1647 to #1698 0-6-0, Class G-3 built from 1900 to 1904.		
		1400 (Series)



C. B. & K. C. #8. One of the Baldwins Built for the B. & S. W.



C. B. & N. #55, Rhode Island, 1886.

No.	1904 No.
#1699 2-6-2, Class R-1 from B&MR, 1903.	1703
#1700 to #1702 2-6-2, Class R-1, built 1900.	1700 (Series)
#1703 to #1720 2-6-2, Class R-2, built 1901.	1700 (Series)
#1721 to #1770 2-6-2, Class R-3, built 1902.	1800 (Series)
#1900 to 1919 2-8-0, Class D-4-A, built 1903.	3100 (Series)

The locomotives built subsequent to 1898 are listed in detail in Part 1 of our history and are therefore shown here in groups. The C. B. & Q. R. R. also received 59 locomotives from the Chicago, Burlington & Northern Railroad in 1899. These had been numbered in the 900 series on the C. B. & N. and with the exception of a few that were transferred to controlled roads, they were continued in the 900 series until 1904. They are listed in detail in following pages. The Consolidation engines built in 1903 were the last new engines to be placed in service under the old numbering scheme and the first group of engines placed in service under the new scheme adopted in 1904 were also numbered in the 1900 series. These were the Class R-4, No. 1900 to No. 1939.

From all indications the engines shown in the lists, numbered from 600 to 620, were from two roads that were purchased by the C. B. & Q. in 1892 and 1896, the *Chicago & Iowa* and the *Humeston & Shenandoah Railroads*. The Chicago & Iowa Railroad extended from Aurora, Ill., to Forreston, Ill., and also operated the Chicago, Rockford & Northern Railroad under lease. The Chicago & Iowa was opened in 1872 and the Chicago, Rockford & Northern, from Flagg Centre to Rockford was opened in 1875. The Chicago & Iowa had been controlled by the C. B. & Q. for a number of years and in 1892 it was absorbed into the system. Eventually that part of this road from Aurora to Oregon, Ill. became a part of the Burlington main line from Chicago to the Twin-Cities while the line from Oregon to Forreston became a branch line, part of which has been abandoned in recent years. The Chicago & Iowa owned 15 locomotives in 1892, probably most of which had been furnished by the C. B. & Q. When changed to C. B. & Q. in 1892 they were evidently given new numbers by adding 600 to each number.

The *Humeston & Shenandoah Railroad* extended from Shenandoah, Iowa to Van Wert, Iowa and operated over the tracks of the Keokuk & Western from Van Wert to Humeston, Iowa. It was incorporated February 12, 1881 and opened November 18, 1882. It was operated jointly by the C. B. & Q. and Wabash Railroads until 1896 when it was purchased by the C. B. & Q. This road had owned 18 locomotives all of which were built by the Pittsburgh Works from 1880 to 1882. The few that were taken by the C. B. & Q. were evidently given vacant numbers in the 600 series as shown in the lists.

The *Jacksonville & St. Louis Railroad* extended from Jacksonville, Ill., to Centralia, Ill. with trackage rights over other lines making a

total of 163.10 miles being operated in 1902. The C. B. & Q. acquired a controlling interest in this road in 1902 and eventually used the line as a part of its line to the coal fields of Southern Illinois. The J. & St. L. owned 8 locomotives in 1902 but only three show in the records of the C. B. & Q., No. 9 which became No. 365 in 1904 and Nos. 7 and 8 which became No. 940 and No. 941 respectively in 1904.

The *Iowa & St. Louis Railroad*, chartered May 1, 1901 to build from St. Louis, Missouri, to Sioux City, Iowa, was completed from Elmer, Missouri, to Sedan, Iowa, when purchased by the C. B. & Q. in 1903. Most of the locomotives owned by this road were evidently second-hand engines and will be found listed in the 1904 list under the following numbers: 218, 400, 491, 1280, 1381 and 1382. Two engines built by Baldwin Works in 1903 were evidently delivered about the time the road was taken over and were sent to the B. & M. R. They became No. 3030 and No. 3031 in 1904.

The *Davenport, Rock Island & Northwestern Railroad* extending from Clinton, Iowa, to the Tri-Cities, Davenport, Rock Island and Moline, was leased jointly by the Burlington and Milwaukee Railroads in 1902. The road was continued as a switching road in the Tri-City area and the three new road engines that had been purchased from the Baldwin Works in 1901 were taken by the Burlington and Milwaukee in exchange for switching locomotives. The D. R. I. & N. W. No. 2 thus became C. B. & Q. No. 479.

---

### Narrow Gauge Lines

The *Burlington & Northwestern* extended from Mediapolis to Washington, Iowa, 38.73 miles and by means of a third rail the tracks of the Burlington, Cedar Rapids and Northern Railroad were used from Mediapolis to Burlington, Iowa. It was organized March 3, 1875 and opened January 4, 1880.

The *Burlington & Western* extended from Winfield to Oskaloosa, Iowa, 70.70 miles with trackage rights over the B. & N. W. from Winfield to Burlington. This road was chartered June 7, 1881 and opened throughout in December, 1883.

The Burlington acquired control of both roads about 1898 and soon found it advisable to widen them to standard gauge. This of course called for much preliminary work as most of the road bed had to be widened, culverts and bridges rebuilt and many other alterations made. These preparations were carried out over a period of two years and on Sunday, June 29, 1902, both roads were converted to standard gauge. This was accomplished by a large crew of men who were carried to their respective sections of track by narrow gauge trains, starting from each terminal and who were returned to their homes by standard gauge trains the same evening. The narrow gauge trains were left standing on sidings and returned later on flat cars. After being widened to standard gauge, the locomotives of the C. B. & Q. were used on these lines. That part of the line from Winfield to Oskaloosa was abandoned about 1930.

The *Fulton County Narrow Gauge Railroad* extended from Havana, Ill. to Fairview, Ill., 29.7 miles and leased the Fulton County Extension Railway, extending from Fairview to Galesburg, Ill., 31.3 miles. The Fulton County Narrow Gauge Railroad was chartered August 14, 1878 and opened November 1, 1880. The Fulton County Extension Railway was chartered February, 1881 and opened July, 1882. It was leased to the Fulton County Narrow Gauge Railroad in June, 1883. These lines were operated by the Burlington from about 1900 and in 1905 that part of the line from Galesburg to Lewiston, Ill. was widened to standard gauge the balance of the line being widened the following year. This road eventually became the property of the Burlington.

There is no information on the locomotives of these narrow gauge lines in the files of the Burlington, the only data obtained being from former employees of the different lines. It is to be hoped that more definite information will some day come to light and that it can be published in one of the regular Bulletins.

---

### Burlington & Missouri River Railroad in Nebraska

The Burlington & Missouri River Railroad in Nebraska was chartered May 12, 1896 and opened for traffic in September, 1872. The line extended from Plattsmouth, Nebraska, to Kearney Junction, 190.72 miles. The Omaha & Southwestern Railroad from Omaha to Oreapolis, Nebraska, and from Crete, Nebraska, to Beatrice, Nebraska, completed in 1873, and the Nebraska Railroad from Brownsville, Nebraska, to Aurora, Nebraska, and from Brownsville, Nebraska, to Bloomington, Nebraska, completed in 1877, and the Republican Valley Railroad from Hastings, Nebraska, to Bloomington, Nebraska, completed in 1878, were operated under lease. The total mileage being operated in 1880 was 466.18 miles. On July 26, 1880 the C. B. & Q. R. R. consolidated with the Burlington & Missouri River Railroad Company in Nebraska. This consolidation did not include the Republican Valley Railroad, but on March 1, 1882 a consolidation was made with that road, which had in the meantime completed lines from Hastings to Culbertson, York to Aurora, Aurora to Central City, Amboy to Table Rock, and Beatrice to Wymore, a total of 366.51 miles, all in Nebraska. Subsequent to the consolidation, the Republican Valley Railroad was extended from Hastings to Aurora and from Culbertson to the Colorado State line, from whence a subsidiary corporation, the Burlington & Colorado Railroad Company, carried the work on to Denver, Colorado, to which point the through line was opened on May 29, 1882. During the following years the Burlington & Missouri River carried on the development of the system by building numerous branches and the purchase of several small lines. Many of the branch lines were built under separate charters but were owned by the B. & M. R. One of the most important developments was the line built to Billings, Montana, which was completed in 1894. Connections were made at this point with both the Great Northern and Northern

Pacific Railroads. By 1904 the B. & M. R. R. had become a system of over 3500 miles.

At the time of the consolidation with the C. B. & Q. in 1880 the B. & M. R. owned 29 locomotives. The first few had been purchased as second-hand engines and several had been acquired with the leased lines. Shops had been established at Plattsmouth at an early date and the records show two engines built at these shops in 1878. The first one, No. 26, "Plattsmouth," was in service until 1912. The early engines were of the American type, the standard design as used on the C. B. & Q. being adopted after 1880, and with the exception of two Consolidation type engines received from the C. B. & Q. in 1882 and 1884, the American type was the only type used for road service until 1888. In this year a number of Consolidation type engines were received which were somewhat larger than the earlier ones built for the C. B. & Q. These had Belpaire fireboxes and were very similar in design to the Mogul type built at the same time for service on the C. B. & Q. They later became known as Class D-2. From 1889 to 1891 a few of the Mogul type engines were placed in service on the B. & M. R., but in 1891 the first ten-wheelers were received. These were also very similar in design to the Mogul type and soon became as popular on the B. & M. R. as the Mogul on the C. B. & Q. The design was modified several times, probably the most notable design being the Class K-4. These were built with 19x26" cylinders and 72" drivers and gave very good service for several years in main line passenger service. The first few of this class were lettered Class K-3, but soon changed to K-4. A further development of the Class K was designed and built in 1904, known as Class K-5. This type had a wide firebox of the Belpaire pattern. Not many of this class were built. In 1891 the Rogers Works built three 0-10-0 engines for the B. & M. R. for heavy transfer and pusher service, which were large engines for their day, and in 1898 the Pittsburgh Works built four Consolidation type engines, Class 0-3, which were the only ones of this class built. These were also built with Belpaire fireboxes. With the exception of the ten-wheelers, the engines placed in service on the B. & M. R. from 1901 to 1904 were of the same design as used on the C. B. & Q.

Subsequent to 1880 many engines were transferred from the C. B. & Q. to the B. & M. R. and a large number were built for the B. & M. R. in the shops of the C. B. & Q., both at Aurora, Illinois, and West Burlington, Iowa. Eventually the B. & M. R. built larger shops at Havelock, Nebraska, where many fine engines were built over a period of years, the first one in 1895. In 1898 the Burlington assigned a series of numbers to each of the controlled roads, those assigned to the B. & M. R. being from 1 to 500. Therefore, it was unnecessary to change the numbers at that time, but as many new engines were received in the next few years, these numbers became inadequate and numbers in the 3000 series were being adopted at the time the road was changed to C. B. & Q. in 1904. A number of the new engines built in 1903 as replacements for older engines were given numbers in the new series. These are shown in the lists.

## Locomotives of B. & M. R. R. in Nebraska

B&MR No.		New CB&Q No., 1904
1 44-0	"Hurricane". Purchased from Michigan Central R. R. 10-1-69 for \$8,000.00 Changed to Class B, later to A-3. Scrapped 12-15-98. New #1 built at Havelock Feb., 1900. 4-6-0, Class K-4.	700
2 44-0	"American Eagle". Purchased from Michigan Central R. R. 3-10-69 for \$8,000.00. Scrapped 4-11-02.	1463
3 44-0	Replaced by new engine, Havelock 1903. 0-6-0, Class G-3, #3054. "Grafton". Purchased from Providence & Worcester R. R. 11-29-69 for \$6,000.00. Records of the Taunton Locomotive Works show this to have been twenty-fourth engine built by that works, Oct., 1848. Records of B. & M. R. show engine "Grafton" scrapped 2-26-03. If same engine it was no doubt completely rebuilt at an early date. No record of second #3.	
4 44-0	"Ashland". Manchester 1870, \$13,000.00. Scrapped 1893. New #4 built at Havelock 1895. 4-6-0, Class K-2. This was the first engine built at the Havelock shops.	658
5 44-0	"Lincoln". Manchester 1870, \$13,000.00. Rebuilt at Havelock 1897 and changed from Class C to A-2.	370
6 44-0	"Nebraska". Manchester 1870, \$11,500.00. No further record. New #6 built at Havelock 1895. 4-6-0, Class K-2.	659
7 44-0	"Wauhoo". Manchester 1870, \$11,500.00. Rebuilt at Havelock 1897 and changed to Class A-2, 6-98.	371
8 44-0	"DeWitt". Manchester 1870, \$10,000.00. No further record. New #8 built at Havelock 1895. 4-6-0, Class K-2.	660
9 44-0	"Crete". Manchester 1870, \$10,000.00. No further record. New #9 built at Havelock 1895. 4-6-0, Class K-2.	661
10 44-0	"Big Blue". Manchester 1871, \$10,500.00. Became Class A-?, 6-98. Retired 6-02. No second #10.	
11 44-0	"West Blue". Manchester 1871, \$10,500.00. Changed to Class A-?, 6-98. Scrapped 4-00. New #11 built 4-00. Rogers #5524. 2-6-0, Class H-4.	1235
12 44-0	"Highland". Manchester 1872, \$10,500.00. Retired 7-22-91. New #12 built West Burlington 1896. 4-6-0, Class K-2.	662
13 44-0	"Caldwell". Hinkley. From Omaha & Southwestern 10-71. New #13 built West Burlington 1896. 4-6-0, Class K-2.	663
14 44-0	"Frank Smith". From Omaha & Southwestern 10-71. New #14 built West Burlington 1896. 4-6-0, Class K-2.	664
15 44-0	"Omaha". Manchester 1874. Scrapped 12-98. New #15 built at Havelock, March, 1900. 4-6-0, Class K-4.	701
16 44-0	"Kearney". Manchester 1874. Scrapped 7-98. New #16 built at Havelock, July, 1898. 0-6-0, Class G-1.	1377
17 ?	"Lightfoot". From Nebraska R. R. No further record. New #17 built at Plattsmouth, 1889. 0-6-0, Class G-1.	1341
18 44-0	From Nebraska R. R. Rogers. Rebuilt at Havelock 1897 and changed from Class C to A-4.	443
19 44-0	Rogers. From Nebraska R. R. Rebuilt or new engine, Platts-mouth 1889. Records are not complete. Class A-2.	351
20 44-0	Rogers. From Nebraska R. R. Rebuilt or new engine, Platts-mouth 1889. Class A-2.	339
21 ?	Rogers. From Nebraska R. R. Built 1874 or 1878. New #21 built at Aurora, 1890. 2-6-0, Class H-1.	1055
22 ?	Rogers. From Nebraska R. R. No further record. New #22 built Plattsmouth, 1890. 0-6-0, Class G-1.	1352
23 ?	Rogers. From Nebraska R. R. No further record. New #23 built at Plattsmouth, 1888. 4-4-0, Class A-1.	137

B&MR No.		New CB&Q No., 1904
24 4-4-0	"Brownsville". Manchester 1878. Rebuilt at Havelock 7-97 and changed from Class C to Class A-2.	366
25 4-4-0	"York". Manchester 1878. Scrapped April, 1900.	1236
26 4-4-0	New #25 built 4-00. Rogers #5522. 2-6-0, Class H-4. "Plattsmouth". Plattsouth Shops July, 1878. Changed from Class B to A-3, 4-00. Rebuilt to Inspection Engine and renumbered #3200, 9-03.	414
27 4-4-0	"Bloomington". Plattsouth, 10-29-78. Scrapped 2-99. New #27 built at Havelock, 5-00. 4-6-0, Class K-4.	714
28 4-4-0	Hastings". Manchester 1878. Scrapped 8-98. New #28 built at Havelock, 10-98. 0-6-0, Class G-1.	1379
29 4-4-0	"Red Cloud". Manchester 1878. Scrapped 12-98. New #29 built at Havelock, April, 1900. 4-6-0, Class K-4.	703
30 4-4-0	Manchester 8-79. Scrapped 4-01. New #30 built at Havelock, 4-11. 4-6-0, Class K-4.	712
31 4-4-0	Manchester 8-79. Scrapped 1-01. New #31 built at Havelock 6-01. 4-6-0, Class K-4.	710
32 4-4-0	Manchester 8-79. Scrapped 8-98. New #32 built at Havelock 10-98. 0-6-0, Class G-1.	1380
33 4-4-0	Manchester 8-79. Scrapped 1-01. New #33 built at Havelock 6-01. 4-6-0, Class K-4.	711
34 4-4-0	Plattsouth 10-80. Rebuilt at Havelock 1897. Class A-2.	369
35 4-4-0	Plattsouth 1881. Scrapped 6-30-03. No second #35.	
36 4-4-0	Manchester 1880. Scrapped 6-04. No second #36.	
37 4-4-0	Manchester 1880. Scrapped 4-00. New #37 built 4-00. Rogers #5523. 2-6-0, Class H-4.	1237
38 4-4-0	Manchester 1880. Scrapped 2-02. New #38 built at Havelock 10-02. 4-6-0, Class K-4.	718
39 4-4-0	Manchester 1880. Scrapped 2-01. New #39 built at Havelock 1901. 4-6-0, Class K-4.	713
40 4-4-0	Manchester 1880. Scrapped 11-01. New #40 built at Havelock 2-03. 4-6-0, Class K-4.	719
41 4-4-0	Manchester 1880. Scrapped 4-00. New #41 built at Havelock 1901. 4-6-0, Class K-4.	708
42 4-4-0	Manchester 1880. Scrapped 8-02. No second #42.	
43 4-4-0	Manchester 1880. Class A-2.	247
44 4-4-0	Manchester 1880. Scrapped 8-01. New #44 built at Havelock 5-02. 4-6-0, Class K-4.	715
45 4-4-0	Manchester 1880. Scrapped 8-03. No second #45.	
46 4-4-0	Manchester 1880. Scrapped 6-04. No second #46.	
47 4-4-0	Manchester 1880. Scrapped 6-03. New #47 built Havelock 6-03. 4-6-0, K-4. Changed to #3688, 1903.	720
48 0-4-0	Manchester 1880. Scrapped 7-98. New #48 built at Havelock 1898. 0-6-0, Class G-1.	1378
49 4-4-0	Manchester 1881. Class A-2.	248
50 4-4-0	Manchester 1881. Scrapped 2-02. Replaced by new engine, Havelock 6-03. #3689, 4-6-0, Class K-4.	721

The Atchison & Nebraska R. R., Atchison, Kan., to Lincoln, Nebr., Junction to Rulo, Nebr., also owning the Lincoln & Northwestern, Lincoln to Columbus, Nebr. was purchased by the B. & M. R. in 1880.

---

51 0-4-0 From A. & N. R. R., 9-80. Scrapped 3-03. No second #51.  
52 4-4-0 From A. & N. R. R., 1880. No further record.  
New #52 built West Burlington 1896. 4-6-0, Class K-2.

665

B&MR No.		New CB&Q No., 1904
53 44-0	From A. & N. R. R., 1880. Changed to A-3, 4-00. Sc. 6-30-02.	
54 44-0	From A. & N. R. R., 1880 Rebuilt 1897 Changed to A-4, 4-00.	444
55 44-0	From A. & N. R. R., 1880. No further record. New #55 built West Burlington 1896. 4-6-0, Class K-2.	666
56 44-0	From A. & N. R. R., 1880. Scrapped 4-00. New #56 built 4-00. Rogers #5525. 2-6-0, Class H-4.	1238
57 44-0	From A. & N. R. R., 1880. Rebuilt, Havelock 1897. Class A-2.	372
58 44-0	From A. & N. R. R., 1880. Changed to #90, 4-00. Scrapped 11-00. New #58 built 4-00. Rogers #5526. 2-6-0, Class H-4.	1239
59 44-0	From A. & N. R. R., 1880. Scrapped 6-99. New #59 built Havelock 7-00. 4-6-0, Class K-4.	704
60 44-0	From A. & N. R. R., 1880. Changed to A-3, 4-00. Scrapped 7-02. Replaced by new engine, Havelock 1903. #3690, 4-6-0, Class K-4.	722
61 04-0	From A. & N. R. R., 1880. Scrapped 1-03. No second #61.	
62 44-0	Manchester 1881. Scrapped 4-00. New #62 built West Burlington 1900. 2-6-2, Class R-1. Sold to C. B. & Q. 5-03. Became C. B. & Q. #1699.	
63 44-0	Manchester 1881. Scrapped 5-00. New #63 built at Havelock 5-01. 4-6-0, Class K-4.	709
64 44-0	Manchester 1881. Scrapped 8-01. New #64 built at Havelock 5-02. 4-6-0, Class K-4.	717
65 44-0	Manchester 1881. Scrapped 8-01. Replaced by new engine, Havelock 1903. #3691, 4-6-0, Class K-4.	723
66 44-0	Manchester 1881. Scrapped 6-04.	
67 44-0	Manchester 1881. Scrapped 2-02. Replaced by new engine, Havelock 10-03. #3050, 0-6-0, Class G-3.	1459
68 44-0	Manchester 1881. Sent to Mo. lines 12-01. Returned 3-02 and scrapped 6-04.	
69 44-0	Manchester 1881. Rebuilt at Havelock 1897. Class A-2.	367
70 44-0	Manchester 1881. Scrapped 3-01. Class A-2. New #70 built at Havelock 3-02. 4-6-0, Class K-4.	714
71 44-0	Manchester 1881. Became Class A-2. Scrapped 12-01. Replaced by new engine, Havelock, 1903. #3053, 0-6-0, Class G-3.	1462
72 44-0	Manchester 1881. Rebuilt, Havelock 1897. Became Class A-2.	368
73 44-0	Manchester 1881. Became Class A-2. Scrapped 4-03.	
74 44-0	Manchester 1881. Became Class A-2. Scrapped 1-99. New #74 built at Havelock 4-00. 4-6-0, Class K-4.	705
75 44-0	Manchester 1881. Became Class A-2. Scrapped 4-00. New #75 built at Havelock 4-00. 4-6-0, Class K-4.	706
76 44-0	Manchester 1881. Became Class A-2. Scrapped 6-03.	
77 44-0	Manchester 1881. Became Class A-2. Scrapped 1-03.	279
78 44-0	Manchester 1881. Became Class A-2. Scrapped 1-03.	280
79 44-0	Manchester 1882. Became Class A-3.	420
80 44-0	Manchester 1882. Became Class A-2.	
81 44-0	Manchester 1882. Became Class A-2.	
82 44-0	Manchester 1882. Became Class A-2. Scrapped 4-03.	
83 44-0	Manchester 1882. Became Class A-2. Scrapped 4-03.	
84 44-0	Manchester 1882. Became Class A-2. Scrapped 2-03.	
85 44-0	Manchester 1882. Became Class A-2. Scrapped 8-03.	
86 44-0	Manchester 1882. Became Class A-2. Scrapped 8-03.	
87 44-0	Manchester 1882. Became Class A-2. Scrapped 10-03.	
88 44-0	Manchester 1882. Became Class A-2. Scrapped 6-03.	
89 44-0	Manchester 1882. Became Class A-2. Scrapped 8-01. Replaced by new engine, Havelock 11-03. #3051, 0-6-0, Class G-3.	1460
90 44-0	Manchester 1882. Became Class A-2. Scrapped 1-99. #58 renumbered #90, 4-00 and scrapped 11-00. New #90 built at Havelock 12-00. 4-6-0, Class K-4.	707

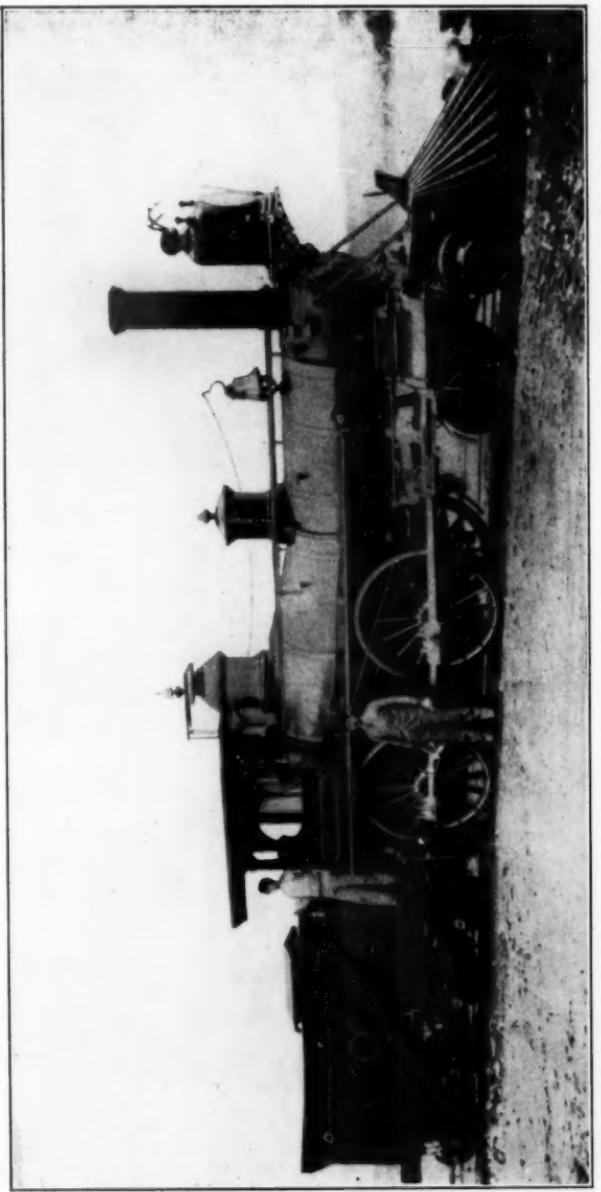
B&MR  
No.

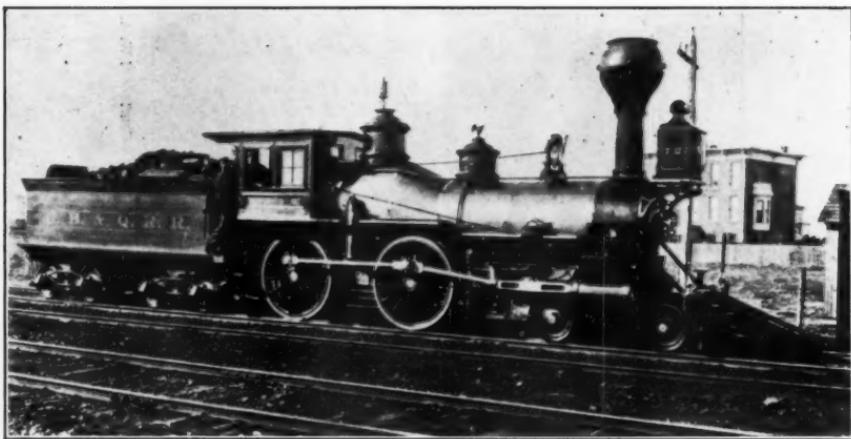
New CB&Q  
No. 1904

91	4-4-0	Manchester 1882. Became Class A-2. Scrapped 9-01. Replaced by new engine, Havelock 11-03. #3052, 0-6-0, Class G-3.	1461
92	0-4-0	Plattsouth 1882. Became Class E-1. Scrapped 10-03.	
93	0-4-0	Plattsouth 1882. Became Class E-1.	565
94	0-4-0	Plattsouth 1882. Became Class E-1. Sold 5-02.	
95	0-4-0	Plattsouth 1882. Became Class E-1. Sold 5-02. Replaced by new engine, Havelock 1903. #3055, 0-6-0, Class G-3.	1464
96	0-4-0	Aurora 1882. Original CB&Q #428 bought 10-29-82. Became Class E-1. Scrapped 3-01. New #96 built at Havelock 1902. 4-6-0, Class K-4.	716
97	2-8-0	Baldwin #6296, 1882. Original CB&Q #414 bought 10-29-82. Became Class D-1. Rebuilt to 0-6-0, Class G-4, 7-02.	1621
98	0-4-0	Plattsouth 1884. Became Class E-1. Sold 3-03.	
99	0-4-0	Plattsouth 1884. Became Class E-1.	570
100	4-4-0	Aurora 1884. Became Class A-2.	307
101	4-4-0	Aurora 1884. Became Class A-2.	308
102	4-4-0	Aurora 1884. Became Class A-2.	309
103	4-4-0	Aurora 1884. Became Class A-2. Scrapped 6-04.	
104	4-4-0	Aurora 1884. Became Class A-1.	12
105	4-4-0	Aurora 1884. Became Class A-2.	310
106	0-4-0	Plattsouth 1884. Became Class E-1. Sold 5-02.	
107	0-4-0	Plattsouth 1884. Became Class E-1. Sold 2-03.	
108	4-4-0	Manchester 1884. Became Class A-2.	299
109	4-4-0	Manchester 1884. Became Class A-2.	300
110	4-4-0	Manchester 1884. Became Class A-2.	301
111	4-4-0	Manchester 1884. Became Class A-2.	302
112	4-4-0	Manchester 1884. Became Class A-2.	303
113	4-4-0	Manchester 1884. Became Class A-2.	304
114	4-4-0	Manchester 1884. Became Class A-2. Scrapped 6-04.	
115	4-4-0	Manchester 1884. Became Class A-3.	422
116	4-4-0	Manchester 1884. Became Class A-2.	305
117	4-4-0	Manchester 1884. Became Class A-2. Scrapped 11-03.	
118	4-4-0	Aurora 1884. Became Class A-2.	311
119	4-4-0	Aurora 1884. Became Class A-2.	312
120	4-4-0	Aurora 1884. Became Class A-2.	313
121	4-4-0	Aurora 1884. Became Class A-2. Scrapped 6-04.	
122	2-8-0	Baldwin #7361, 1884. Original CB&Q #458, bought 8-84. Became Class D-1. Rebuilt 5-03 to 0-6-0, Class G-4.	1635
123	4-4-0	Hinkley 1884. Became Class A-2.	306
124	4-4-0	Hinkley 1884. Became Class A-2.	314
125	4-4-0	Hinkley 1884. Became Class A-2.	315
126	4-4-0	Hinkley 1884. Became Class A-2.	316
127	4-4-0	Hinkley 1884. Became Class A-2.	317
128	4-4-0	Hinkley 1884. Became Class A-2.	318
129	4-4-0	Hinkley 1884. Original CB&Q #436, bought 9-84. Became A-2.	319
130	4-4-0	Hinkley 1884. Original CB&Q #437, bought 9-84. Became A-2.	281
131	4-4-0	Manchester #1229, 1885. Became Class A-1.	13
132	4-4-0	Manchester #1230, 1885. Became Class A-1.	14
133	4-4-0	Manchester #1231, 1885. Became Class A-1.	15
134	4-4-0	Manchester #1232, 1885. Became Class A-1. Scrapped 6-04.	
135	4-4-0	Manchester #1233, 1885. Became Class A-1.	16
136	4-4-0	Manchester #1234, 1885. Became Class A-1.	17
137	4-4-0	Manchester #1235, 1885. Became Class A-1.	18
138	4-4-0	Manchester #1236, 1885. Became Class A-1.	19
139	4-4-0	Manchester #1237, 1885. Became Class A-3.	423
140	4-4-0	Manchester #1238, 1885. Became Class A-2.	325
141	0-4-0	Plattsouth 1886. Became Class E-1.	
142	0-4-0	Plattsouth 1886. Became Class E-1. Scrapped 3-03.	572

Courtesy of W. A. Lucas

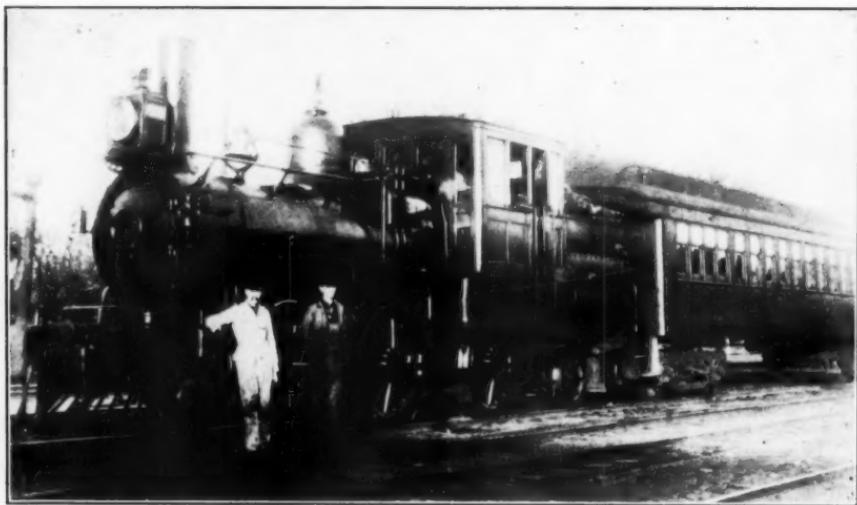
Rockford, Rock Is., & St. Louis #7 "Orion," Danforth & Cooke, Ferried across the Illinois River at Beardstown in 1870.





C. B. & Q. #72. Aurora Shops, 1878.

Courtesy of C. B. & Q. R. R.



C. B. & Q. #500. Aurora Shops, 1889.

Courtesy of Griffith Studio

B&MR  
No.

New CB&Q  
No., 1904

143	0-6-0	Plattsmouth 1886.	Became Class G-1.	1311
144	0-6-0	Plattsmouth 1886.	Became Class G-1.	1312
145	4-4-0	Hinkley 1884.	Original CB&Q #438, bought 5-86. Became A-2.	320
146	4-4-0	Manch. #1221, 1885.	Orig. CB&Q #436, bought 5-86. Became A-2.	326
147	4-4-0	Manch. #1219, 1885.	Orig. CB&Q #414, bought 5-86. Became A-2.	Scrapped 11-03.
148	4-4-0	Manch. #1157, 1883.	Orig. CB&Q #435, bought 5-86. Became A-2.	Scrapped 6-04.
149	4-4-0	Manch. #1222, 1885.	Orig. CB&Q #437, bought 5-86. Became A-2.	327
150	4-4-0	Manch. #1156, 1883.	Orig. CB&Q #434, bought 5-86. Became A-2.	328
151	4-4-0	Hinkley 1885.	Original CB&Q #439, bought 6-86. Became A-2.	Scrapped 3-03.
152	4-4-0	Hinkley 1885.	Original CB&Q #440, bought 6-86. Became A-2.	321
153	4-4-0	Hinkley 1885.	Original CB&Q #442, bought 6-86. Became A-2.	322
154	4-4-0	Hinkley 1885.	Original CB&Q #443, bought 7-86. Became A-2.	323
155	4-4-0	Hinkley 1885.	Original CB&Q #444, bought 7-86. Became A-2.	Scrapped 10-03.
156	4-4-0	Hinkley 1885.	Original CB&Q #445, bought 7-86. Became A-2.	324
157	4-4-0	Aurora 1887.	Became A-1.	124
158	4-4-0	Aurora 1887.	Became A-1.	125
159	4-4-0	Aurora 1887.	Became A-1. Scrapped 11-03.	Scrapped 11-03.
160	4-4-0	Aurora 1887.	Became A-1.	126
161	4-4-0	Aurora 1887.	Became A-1.	127
162	4-4-0	Aurora 1887.	Became A-1. Scrapped 6-04.	Scrapped 6-04.
163	4-4-0	West Burlington 1887.	Became A-1.	122
164	4-4-0	West Burlington 1887.	Became A-1.	123
165	4-4-0	West Burlington 1887.	Became A-1.	128
166	4-4-0	West Burlington 1887.	Became A-1. Scrapped 9-03.	Scrapped 9-03.
167	4-4-0	West Burlington 1887.	Became A-1.	129
168	4-4-0	West Burlington 1887.	Became A-2.	349
169	0-6-0	Plattsmouth 1887.	Became G-1.	1318
170	0-6-0	Plattsmouth 1887.	Became G-1.	1319
171	0-6-0	Plattsmouth 1888.	Became G-1.	1331
172	0-6-0	Plattsmouth 1888.	Became G-1.	1332
173	2-8-0	Baldwin #8939, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3162, Class G-4.	1658
174	2-8-0	Baldwin #8942, 1888.	Became D-2.	2981
175	2-8-0	Baldwin #8943, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3168, Class G-4.	1660
176	2-8-0	Baldwin #8951, 1888.	Became D-2.	2982
177	2-8-0	Baldwin #8990, 1888.	Became D-2.	2983
178	2-8-0	Baldwin #8991, 1888.	Became D-2.	2984
179	2-8-0	Baldwin #8992, 1888.	Became D-2.	2985
180	2-8-0	Baldwin #8993, 1888.	Became D-2.	2986
181	2-8-0	Baldwin #8995, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3167, Class G-4.	1659
182	2-8-0	Baldwin #8996, 1888.	Became D-2.	2987
183	2-8-0	Baldwin #8998, 1888.	Became D-2.	2988
184	2-8-0	Baldwin #9001, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3164, Class G-4.	1661
185	2-8-0	Baldwin #9063, 1888.	Became D-2.	2989
186	2-8-0	Baldwin #9064, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3165, Class G-4.	1664
187	2-8-0	Baldwin #9067, 1888.	Became D-2.	2990
188	2-8-0	Baldwin #9066, 1888.	Became D-2.	2991
189	2-8-0	Baldwin #9069, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3166, Class G-4.	1665
190	2-8-0	Baldwin #9074, 1888.	Became D-2.	2992
191	2-8-0	Baldwin #9075, 1888.	Became D-2. Rebuilt 1903 to 0-6-0 #3161, Class G-4.	1662

B&MR  
No.

New CB&Q  
No., 1904

192	2-8-0	Baldwin	#9084, 1888.	Became D-2.	Rebuilt 1903 to 0-6-0 #3163, Class G-4.	1663
193	2-8-0	Baldwin	#9638, 1888.	Became D-2.	Rebuilt 1903 to 0-6-0 #3160, Class G-4.	1666
194	2-8-0	Baldwin	#9640, 1888.	Became D-2.		2997
195	2-8-0	Baldwin	#9636, 1888.	Became D-2.	Rebuilt 1902 to 0-6-0, G-4.	1655
196	2-8-0	Baldwin	#9634, 1888.	Became D-2.		2998
197	2-8-0	Baldwin	#9639, 1888.	Became D-2.	Rebuilt 1902 to 0-6-0, G-4.	1656
198	2-8-0	West Burlington	1888.	Became D-2.		2993
199	2-8-0	West Burlington	1888.	Became D-2.		2994
200	2-8-0	West Burlington	1888.	Became D-2.		2995
201	2-8-0	West Burlington	1888.	Became D-2.	Rebuilt 1902, 0-6-0, G-4.	1657
202	2-8-0	West Burlington	1888.	Became D-2.		2996
203	4-4-0	Manchester	#1390, 1888.	Became Class A-1.		130
204	4-4-0	Manchester	#1391, 1888.	Became Class A-1.		131
205	4-4-0	Manchester	#1376, 1888.	Became Class A-1.		132
206	4-4-0	Manchester	#1377, 1888.	Became Class A-1.		133
207	4-4-0	Manchester	#1378, 1888.	Became Class A-1.		134
208	4-4-0	Manchester	#1379, 1888.	Became Class A-2.		350
209	4-4-0	Manchester	#1380, 1888.	Became Class A-2.	Scrapped 6-04.	
210	4-4-0	Manchester	#1381, 1888.	Became Class A-2.	Scrapped 9-03.	
211	4-4-0	Manchester	#1382, 1888.	Became Class A-1.		135
212	4-4-0	Manchester	#1383, 1888.	Became Class A-1.		136
213	0-6-0	Baldwin	#9602, 1888.	Became Class G-1.		1333
214	0-6-0	Baldwin	#9604, 1888.	Became Class G-1.		1334
215	0-6-0	Baldwin	#9605, 1888.	Became Class G-1.		1335
216	0-6-0	Baldwin	#9603, 1888.	Became Class G-1.		1336
217	0-6-0	Baldwin	#9608, 1888.	Became Class G-1.		1337
218	0-6-0	Baldwin	#9609, 1888.	Became Class G-1.		1338
219	0-6-0	Baldwin	#9612, 1888.	Became Class G-1.		1339
220	0-6-0	Baldwin	#9613, 1888.	Became Class G-1.		1340
221	4-4-0	Rhode Island	#2178, 1889.	Became Class A-1.		142
222	4-4-0	Rhode Island	#2179, 1889.	Became Class A-1.		143
223	4-4-0	Rhode Island	#2180, 1889.	Became Class A-1.	Scrapped 6-03.	
224	4-4-0	Rhode Island	#2181, 1889.	Became Class A-1.		144
225	4-4-0	Rhode Island	#2182, 1889.	Became Class A-1.		145
226	4-4-0	Rhode Island	#2183, 1889.	Became Class A-1.		146
227	4-4-0	Rhode Island	#2184, 1889.	Became Class A-1.		147
228	4-4-0	Rhode Island	#2185, 1889.	Became Class A-1.		148
229	4-4-0	Rhode Island	#2186, 1889.	Became Class A-1.		149
230	4-4-0	Rhode Island	#2187, 1889.	Became Class A-1.	Scrapped 6-04.	
231	2-6-0	Rhode Island	#2188, 1889.	Became Class H-1.		1019
232	2-6-0	Rhode Island	#2189, 1889.	Became Class H-1.		1020
233	2-6-0	Rhode Island	#2190, 1889.	Became Class H-1.		1021
234	2-6-0	Rhode Island	#2191, 1889.	Became Class H-1.		1022
235	2-6-0	Rhode Island	#2192, 1889.	Became Class H-1.		1023
236	2-6-0	Aurora	1889.	Became Class H-1.		1016
237	2-6-0	Aurora	1889.	Became Class H-1.		1017
238	2-6-0	Aurora	1889.	Became Class H-1.		1018
239	2-6-0	Aurora	1889.	Became Class H-1.		1024
240	2-6-0	Aurora	1889.	Became Class H-1.		1025
241	2-6-0	Baldwin	#11137, 1890.	Became Class H-1.		1026
242	2-6-0	Baldwin	#11138, 1890.	Became Class H-1.		1027
243	2-6-0	Baldwin	#11139, 1890.	Became Class H-1.		1028
244	2-6-0	Baldwin	#11140, 1890.	Became Class H-1.		1029
245	2-6-0	Baldwin	#11151, 1890.	Became Class H-1.		1030
246	2-6-0	Baldwin	#11148, 1890.	Became Class H-1.		1031
247	2-6-0	Baldwin	#11177, 1890.	Became Class H-1.		1032

B&MR  
No.

New CB&Q  
No., 1904

248	2-6-0	Baldwin	#11178,	1890.	Became Class H-1.	1033
249	0-6-0	Baldwin	#11161,	1890.	Became Class G-1.	1353
250	0-6-0	Baldwin	#11175,	1890.	Became Class G-1.	1354
251	0-6-0	Baldwin	#11176,	1890.	Became Class G-1.	1355
252	0-6-0	Baldwin	#11162,	1890.	Became Class G-1.	1356
253	4-6-0	Baldwin	#11496,	1891.	Became Class K-1.	600
254	4-6-0	Baldwin	#11497,	1891.	Became Class K-1.	601
255	4-6-0	Baldwin	#11498,	1891.	Became Class K-1.	602
256	4-6-0	Baldwin	#11503,	1891.	Became Class K-1.	603
257	4-6-0	Baldwin	#11506,	1891.	Became Class K-1.	604
258	4-6-0	Baldwin	#11514,	1891.	Became Class K-1.	605
259	4-6-0	Baldwin	#11515,	1891.	Became Class K-1.	606
260	4-6-0	Baldwin	#11527,	1891.	Became Class K-1.	607
261	2-6-0	Rogers	#4506,	1891.	Became Class H-1.	1056
262	2-6-0	Rogers	#4507,	1891.	Became Class H-1.	1057
263	2-6-0	Rogers	#4508,	1891.	Became Class H-1.	1058
264	2-6-0	Rogers	#4509,	1891.	Became Class H-1.	1059
265	2-6-0	Rogers	#4521,	1891.	Became Class H-1.	1060
266	2-6-0	Rogers	#4522,	1891.	Became Class H-1.	1061
267	2-6-0	Rogers	#4523,	1891.	Became Class H-1.	1062
268	2-6-0	Rogers	#4524,	1891.	Became Class H-1.	1063
269	2-6-0	Rogers	#4533,	1891.	Became Class H-1.	1064
270	2-6-0	Rogers	#4534,	1891.	Became Class H-1.	1065
271	2-6-0	Rogers	#4535,	1891.	Became Class H-1.	1066
272	2-6-0	Rogers	#4536,	1891.	Became Class H-1.	1067
273	0-10-0	Rogers	#4504,	1891.	Became Class L-1.	590
274	0-10-0	Rogers	#4505,	1891.	Became Class L-1.	591
275	0-10-0	Rogers	#4525,	1891.	Became Class L-1.	592
276	4-6-0	Rogers	#4662,	1892.	Became Class K-1.	608
277	4-6-0	Rogers	#4663,	1892.	Became Class K-1.	609
278	4-6-0	Rogers	#4664,	1892.	Became Class K-1.	610
279	4-6-0	Rogers	#4665,	1892.	Became Class K-1.	611
280	4-6-0	Rogers	#4666,	1892.	Became Class K-1.	612
281	4-6-0	Rogers	#4678,	1892.	Became Class K-1.	613
282	4-6-0	Rogers	#4679,	1892.	Became Class K-1.	614
283	4-6-0	Rogers	#4680,	1892.	Became Class K-1.	615
284	4-6-0	Rogers	#4681,	1892.	Became Class K-1.	616
285	4-6-0	Rogers	#4682,	1892.	Became Class K-1.	617
286	4-6-0	Rogers	#4683,	1892.	Became Class K-1.	618
287	4-6-0	Rogers	#4684,	1892.	Became Class K-1.	619
288	4-6-0	Rogers	#4685,	1892.	Became Class K-1.	620
289	4-6-0	Rogers	#4686,	1892.	Became Class K-1.	621
290	4-6-0	Rogers	#4687,	1892.	Became Class K-1.	622
291	4-6-0	Rogers	#4688,	1892.	Became Class K-1.	623
292	4-6-0	Rogers	#4693,	1892.	Became Class K-1.	624
293	4-6-0	Rogers	#4694,	1892.	Became Class K-1.	625
294	4-6-0	Rogers	#4697,	1892.	Became Class K-1.	626
295	4-6-0	Rogers	#4702,	1892.	Became Class K-1.	627
296	0-6-0	Baldwin	#12476,	1892.	Became Class G-1.	1366
297	0-6-0	Baldwin	#12477,	1892.	Became Class G-1.	1367
298	0-6-0	Baldwin	#12485,	1892.	Became Class G-1.	1368
299	0-6-0	Baldwin	#12486,	1892.	Became Class G-1.	1369
300	0-6-0	Baldwin	#12491,	1892.	Became Class G-1.	1370
301	0-6-0	Baldwin	#12493,	1892.	Became Class G-1.	1371
302	4-6-0	Rogers	#4766,	1892.	Became Class K-2.	630
303	4-6-0	Rogers	#4767,	1892.	Became Class K-2.	631
304	4-6-0	Rogers	#4768,	1892.	Became Class K-2.	632
305	4-6-0	Rogers	#4772,	1892.	Became Class K-2.	633

306	4-6-0	Rogers	#4773,	1892.	Became Class K-2.	634
307	4-6-0	Rogers	#4774,	1892.	Became Class K-2.	635
308	4-6-0	Rogers	#4787,	1892.	Became Class K-2.	636
309	4-6-0	Rogers	#4788,	1892.	Became Class K-2.	637
310	4-6-0	Rogers	#4789,	1892.	Became Class K-2.	638
311	4-6-0	Rogers	#4799,	1892.	Became Class K-2.	639
312	4-6-0	Rogers	#4800,	1892.	Became Class K-2.	640
313	4-6-0	Rogers	#4801,	1892.	Became Class K-2.	641
314	4-6-0	Rogers	#4805,	1892.	Became Class K-2.	642
315	4-6-0	Rogers	#4806,	1892.	Became Class K-2.	643
316	4-6-0	Rogers	#4807,	1892.	Became Class K-2.	644
317	4-6-0	Rogers	#4817,	1893.	Became Class K-2.	645
318	4-6-0	Rogers	#4818,	1893.	Became Class K-2.	646
319	4-6-0	Rogers	#4819,	1893.	Became Class K-2.	647
320	4-6-0	Rogers,	#4826,	1893.	Became Class K-2.	648
321	4-6-0	Rogers	#4827,	1893.	Became Class K-2.	649
322	4-6-0	Rogers	#4828,	1893.	Became Class K-2.	650
323	4-6-0	Rogers	#4829,	1893.	Became Class K-2.	651
324	4-6-0	Rogers	#4830,	1893.	Became Class K-2.	652
325	4-6-0	Rogers	#4831,	1893.	Became Class K-2.	653
326	4-6-0	Rogers	#4832,	1893.	Became Class K-2.	654
327	4-6-0	Grant		1893.	Became Class K-2.	655
328	4-6-0	Grant		1893.	Became Class K-2.	656
329	4-6-0	Grant		1893.	Became Class K-2.	657
330	4-6-0	Havelock		1896.	Became Class K-2.	667
331	4-6-0	Havelock		1896.	Became Class K-2.	668
332	4-6-0	Havelock		1896.	Became Class K-2.	669

In 1898 the Burlington adopted a new classification scheme which was put into effect on all lines of the system. We do not have a record of the old classes but evidently the 4-4-0 type was known as Class A, B and C and the 0-4-0 as Class E. We have given the new class assigned to those engines built prior to 1898 except for a few that were scrapped from 1898 to 1904. For those acquired subsequent to 1898, the class is shown with the wheel arrangement.

333	2-8-0	D-3.	Pittsburgh	#1845,	1898.	3003
334	2-8-0	D-3.	Pittsburgh	#1846,	1898.	3001
335	2-8-0	D-3.	Pittsburgh	#1847,	1898.	3000
336	2-8-0	D-3.	Pittsburgh	#1848,	1898.	3002
337	0-6-0	G-1.	Baldwin	#12479,	1892.	1364
338	0-6-0	G-1.	Baldwin	#12474,	1892.	1365
339	2-6-0	H-4.	Baldwin	#16914,	1899.	1225
340	2-6-0	H-4.	Baldwin	#16915,	1899.	1226
341	2-6-0	H-4.	Baldwin	#16948,	1899.	1227
342	2-6-0	H-4.	Baldwin	#16949,	1899.	1228
343	2-6-0	H-4.	Baldwin	#16950,	1899.	1229
344	2-6-0	H-4.	Baldwin	#16951,	1899.	1230
345	2-6-0	H-4.	Baldwin	#16970,	1899.	1231
346	2-6-0	H-4.	Baldwin	#16971,	1899.	1232
347	2-6-0	H-4.	Baldwin	#16972,	1899.	1233

B&MR  
No.

New CB&Q  
No., 1904

348	2-6-0	H-4.	Baldwin	#16973, 1899.	1234
349	2-6-2	R-2.	Baldwin	#18825, 1901.	1738
350	2-6-2	R-2.	Baldwin	#18845, 1901.	1739
351	2-6-2	R-2.	Baldwin	#18846, 1901.	1740
352	2-6-2	R-2.	Baldwin	#18847, 1901.	1741
353	2-6-2	R-2.	Baldwin	#18848, 1901.	1742
354	2-6-2	R-2.	Baldwin	#18867, 1901.	1743
355	2-6-2	R-2.	Baldwin	#18868, 1901.	1744
356	2-6-2	R-2.	Baldwin	#18869, 1901.	1745
357	2-6-2	R-2.	Baldwin	#18870, 1901.	1746
358	2-6-2	R-2.	Baldwin	#18871, 1901.	1747
359	2-6-2	R-2.	Baldwin	#18872, 1901.	1748
360	2-6-2	R-2.	Baldwin	#18873, 1901.	1749
361	2-6-2	R-2.	Baldwin	#18874, 1901.	1750
362	2-6-2	R-2.	Baldwin	#18875, 1901.	1751
363	2-6-2	R-2.	Baldwin	#18876, 1901.	1752
364	2-6-2	R-2.	Baldwin	#18877, 1901.	1753
365	2-6-2	R-2.	Baldwin	#18878, 1901.	1754
366	2-6-2	R-2.	Baldwin	#18954, 1901.	1755
367	2-6-2	R-2.	Baldwin	#18955, 1901.	1756
368	2-6-2	R-2.	Baldwin	#18956, 1901.	1757
369	2-6-2	R-2.	Baldwin	#19513, 1901.	1758
370	2-6-2	R-2.	Baldwin	#19520, 1901.	1759
371	2-6-2	R-2.	Baldwin	#19521, 1901.	1760
372	2-6-2	R-2.	Baldwin	#19522, 1901.	1761
373	2-6-2	R-2.	Baldwin	#19523, 1901.	1762
374	2-6-2	R-2.	Baldwin	#19524, 1901.	1763
375	2-6-2	R-2.	Baldwin	#19525, 1901.	1764
376	2-6-2	R-2.	Baldwin	#19526, 1901.	1765
377	2-6-2	R-2.	Baldwin	#19574, 1901.	1766
378	2-6-2	R-2.	Baldwin	#19575, 1901.	1767
379	2-6-2	R-2.	Baldwin	#19576, 1901.	1768
380	2-6-2	R-2.	Baldwin	#19577, 1901.	1769
381	2-8-0	D-1.	Baldwin	#7343, 1884.      CB&Q #1452, bought 3-01. Rebuilt to Class G-4.	1636
382	2-8-0	D-1.	Baldwin	#6315, 1882.      CB&Q #1419, bought 3-01. Rebuilt to Class G-4.	1637
383	2-8-0	D-2.	Aurora	1884.      CB&Q #1397, bought 3-01.	2980
384	2-6-0	H-2.	Aurora	1895.      CB&Q #1106, bought 3-01.	1155
385	2-6-0	H-1.	Aurora	1895.      CB&Q #1364, bought 3-01.	1113

The Kansas City & Omaha Railroad, Stromsburg to Fairbury, Nebr., McCool Jet. to K. C. & O. Jet., and Fairfield to Alma, Nebr. was acquired by the B. & M. R. in 1902. The ten engines acquired with this road were small Moguls and were not built to Burlington standards.

427	2-6-0	H-5.	Rome 1887.	KC&O #27	1270
428	2-6-0	H-5.	Rome 1887.	KC&O #28	1271
429	2-6-0	H-5.	Rome 1887.	KC&O #29	1272
430	2-6-0	H-5.	Rome 1887.	KC&O #30	1273
431	2-6-0	H-5.	Rome 1887.	KC&O #31	1274
432	2-6-0	H-5.	Rome 1887.	KC&O #32	1275
433	2-6-0	H-5.	Rome 1887.	KC&O #33	1276
434	2-6-0	H-5.	Rome 1887.	KC&O #34	1277
435	2-6-0	H-5.	Rome 1887.	KC&O #35	1278
436	2-6-0	H-5.	Rome 1887.	KC&O #36	1279

In 1901 the B. & M. R. acquired two three foot gauge railroads in the Black Hills district, the *Deadwood Central* and the *Black Hills & Fort Pierre Railroads*. The Deadwood Central Railroad was chartered in August, 1888. The line from Deadwood to Lead City, S. D., 3.33 miles, was completed in 1889 and the line from Pluma to Ruby Basin, S. D. 9.44 miles was completed in 1891. By means of a third rail, the tracks of the B. & M. R. were used from Deadwood to Kirk, 3.88 miles. The Black Hills & Fort Pierre Railroad was chartered June 15, 1881 and completed in 1891. The line extended from Golden Gate to Piedmont, S. D., 37.94 miles. 8.06 miles of branches were also owned.

---

B&MR No.					New CB&Q No., 1904
488	N.G.	Baldwin	1901.	BH&FtP #7	533
489	N.G.	Baldwin	1900.	BH&FtP #6	534
490	N.G.	Baldwin	1883.	BH&FtP #5	532
491	N.G.	Porter	1890.	BH&FtP #4	531
492	N.G.	Baldwin	1883.	BH&FtP #3	536
493	N.G.	Porter	1882.	BH&FtP #2	530
494	N.G.	Baldwin	—	BH&FtP #1 Scrapped 11-02.	
495	N.G.	Baldwin	1900.	DC #6	538
496	N.G.	Baldwin	1896.	DC #5	537
497	N.G.	Baldwin	1889.	DC #4 Scrapped 6-03.	
498	N.G.	Baldwin	1891.	DC #3	535
499	N.G.	Baldwin	1884.	DC #2	539
500	N.G.	Baldwin	1888.	DC #1 Sold 5-03.	

D.C. #1, #2 and #4, six drivers; #3, #5 and #6, eight drivers.  
 B.H.& Ft.P. #1, #2 and #4, six drivers; #3 and #8, eight drivers.  
 No data on #6 and #7.

D.C. #2 was Denver, Utah & Pacific #6, 1884 to 1890.  
 D.C. #4 was Denver, Utah & Pacific #3, 1889 to 1894.

We regret that there is no record of the locomotives of the Denver, Utah & Pacific Railroad in the Burlington files.

---

In 1902 and 1903 the B. & M. R. received the following locomotives and as they are listed in detail in the 1904 list, they are shown here in groups.

---

3304 to 3309	2-8-0	D-4-A.	Schenectady	1903.	3120 to 3125
3310 to 3316	2-8-0	D-4-B.	Baldwin	1903.	3185 to 3191
3317 to 3325	2-8-0	D-4-A.	Schenectady	1903.	3126 to 3134
3326 to 3333	2-8-0	D-4-B.	Baldwin	1903.	3192 to 3199
3334 to 3343	2-8-0	D-4-A.	Schenectady	1903.	3135 to 3144
3344 to 3345	2-8-0	D-4-A.	Schenectady	1903.	3153 to 3154
3346 to 3353	2-8-0	D-4-A.	Schenectady	1903.	3145 to 3152
3450 to 3451	2-8-0	D-7.	Baldwin	1903. I&StL 7 & 8.	3030 to 3031
3700 to 3709	4-4-2	P-2.	Rogers	12-02.	2528 to 2537

## Kansas City, St. Joseph & Council Bluffs Railroad

The Council Bluffs & St. Joseph Railroad was granted a charter in July of 1858 by the State of Iowa to build a railroad from Council Bluffs, Iowa to the Missouri State line to connect with the Platte County Railroad which was to build north from St. Joseph, Mo. All progress was halted during the Civil War but construction was again started in 1865. The line was opened on January 9, 1867 but the Platte county had not made much headway. The St. Joseph & Council Bluffs Railroad purchased the Platte County Railroad and completed the line to a connection with the C. B. & St. J. with which it was consolidated on August 1, 1868. On August 19, 1868, the first thru train was run between St. Joseph and Council Bluffs. The C. B. & St. J. was the first railroad into Council Bluffs, Ia. On April 1, 1870, the St. Joseph & Council Bluffs Railroad and the Missouri Valley Railroad were consolidated under the name of the Kansas City, St. Joseph & Council Bluffs Railroad. By 1880 this road had succeeded by consolidation and otherwise to the Platte County, the Atchison & St. Joseph, the Weston & Atchison, the Missouri Valley, the St. Joseph & Council Bluffs and the Council Bluffs & St. Joseph Railroads. In the same year the C. B. & Q. acquired a controlling interest in the K. C. St. J. & C. B. R. R. The line had been extended to Kansas City and in 1898 was operating 316.94 miles.

With the exception of an early list, there is no record of the locomotives of this road until 1897. The locomotives were mostly of the 4-4-0 type and no doubt many of them had been furnished by the C. B. & Q. In 1898 this road was assigned numbers in the 500 series. Many of the locomotives were relettered with the initials of other controlled roads during the next few years but evidently remained the property of the K. C. St. J. & C. B. A number of engines were also transferred to this road from the C. B. & Q. during these years. In 1903 several of the engines of this road were in service on the Illinois Divisions of the C. B. & Q. and when the numbers were again changed in 1904, many of these were changed in the shops of the C. B. & Q. at Aurora and other points. We have the following notes from the records of the builders on some of the early locomotives of the above roads.

C.B.&St.J.	"Council Bluffs"	Mason #259,	5-20-67.	12x22"	54"	
C.B.&St.J.	"Wabanza"	Baldwin #1437,	12-21-65.	13x24"	60"	20.5 Tons.
C.B.&St.J.	"Phelps"	Baldwin #1701.	2-21-68.	13x24"	60"	20.6 Tons.
C.B.&St.J.	"Hamburg"	Baldwin #1746,	7-31-68.	14x24"	60"	21.5 Tons.
St.J.&C.B.	#1	Manchester #120.	6-30-68.			
St.J.&C.B.	#2	Manchester #121.	7- 8-68.			
St.J.&C.B.	#3	Manchester #122.	7-15-68.			
St.J.&C.B.	#4	Manchester #123.	7-24-68.			
St.J.&C.B.	#5	Manchester #124.	7-30-68.			
St.J.&C.B.	#6	Manchester #125.	12- 7-68.			
St.J.&C.B.	#?	Manchester #154.	3- 4-69.			
Platte County	#3	Mason #240,	9-27-66.			
Platte County	"W. L. Irvine"	Rogers #233,	4-16-60.	12½x20"	60"	
Platte County	"P. L. Hudgins"	Rogers #284,	10-30-60.	15x24"	54"	
Missouri Valley	#7	Rogers	5-31-67.	16x22"	54"	

## Kansas City, St. Joseph & Council Bluffs Railroad

### List of Locomotives, 1874

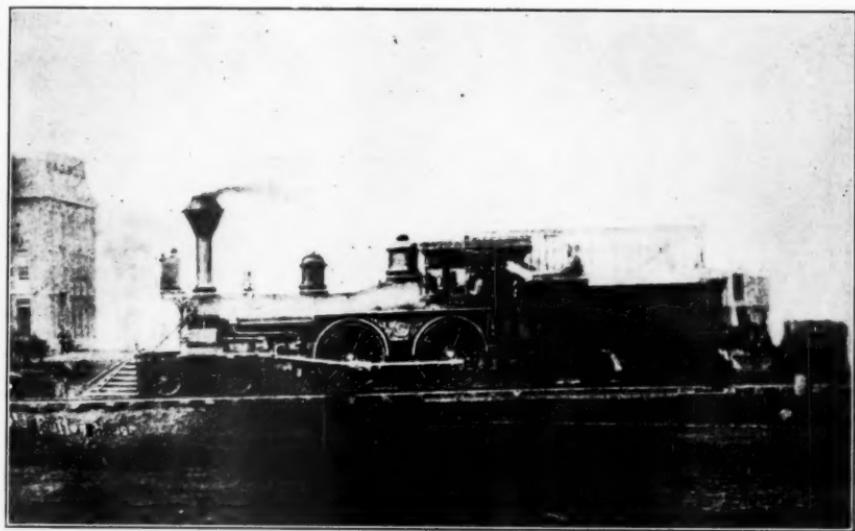
No.	Builder	Cyls.	Drs.	Wt.
1	Rogers	12½x20"	60"	23 Tons.
2	Rogers	15x24"	54"	30 Tons.
3	Mason	15x22"	68"	28 Tons.
4	Rogers	16x22"	54"	30 Tons.
5	Danforth Cooke & Co.	13x22"	60"	25 Tons.
6	Danforth Cooke & Co.	14x22"	60"	25 Tons.
7	Baldwin	13x24"	60"	26 Tons.
8	Mason	12x22"	54"	25 Tons.
9	Baldwin	13x24"	60"	26 Tons.
10	Baldwin	14x24"	60"	29 Tons.
11	Manchester	14x22"	60"	27 Tons.
12	Manchester	14x22"	60"	27 Tons.
13	Manchester	14x22"	60"	27 Tons.
14	Manchester	14x22"	60"	27 Tons.
15	Manchester	14x22"	60"	27 Tons.
16	Manchester	14x22"	60"	27 Tons.
17	Manchester	14x22"	60"	27 Tons.
18	Manchester	14x22"	60"	27 Tons.
19	Manchester	16x24"	60"	33 Tons.
20	Manchester	16x24"	60"	33 Tons.
21	Manchester	16x24"	60"	33 Tons.
22	Manchester	16x24"	60"	33 Tons.
23	Manchester	16x24"	60"	33 Tons.
24	Manchester	16x24"	60"	33 Tons.
25	Manchester	16x24"	60"	33 Tons.
"Wathena"	Manchester	16x24"	60"	33 Tons.
A. & N. #2	Manchester	16x24"	60"	33 Tons.
A. & N. #7	Manchester	16x24"	60"	33 Tons.
L. L. & G. #5	Manchester	16x24"	60"	33 Tons.
L. L. & G. #19	Manchester	16x24"	60"	33 Tons.

A. & N. Atchison & Northern.  
L. L. & G. Leavenworth, Lawrence & Gibson.

## Kansas City, St. Joseph & Council Bluffs Railroad

### Inventory of Locomotives, 1-1-97, With Changes as Made in 1898

Old No.	Old Class	New No.	New Class
1	A	4-4-0	526 A-2
2	A	4-4-0	527 A-1
3	A	4-4-0	528 A-1
4	A	4-4-0	531 A-1
5	A	4-4-0	532 A-1
6	A	4-4-0	537 A-1
7	C	4-4-0	Retired prior to 1898.
8	C	4-4-0	Retired prior to 1898.
9	A	4-4-0	
10	A	4-4-0	
11	C	4-4-0	Retired prior to 1898.
12	C	4-4-0	Retired prior to 1898.
13	C	4-4-0	Retired prior to 1898.
		539	A-1
		542	A-1



First Train into Alledo, Ill. on American Central R. R. March 8, 1869.



Courtesy of Nebraska State Historical Society

B. & M. R. #120. Aurora Shops, 1884. First Engine into Broken Bow, Nebraska.—1886.

No.	Builder	Cyls.	Drs.	Wt.
14	C	4-4-0	Retired prior to 1898.	
15	?	0-6-0	501	G-I
16	C	4-4-0	543	A-?
17	C	4-4-0		
18	C	4-4-0	Retired prior to 1898.	
19	B	4-4-0	Retired prior to 1898.	
20	B	4-4-0	544	A-?
21	B	4-4-0	521	A-?
22	B	4-4-0		
23	B	4-4-0	Retired prior to 1898.	
24	B	4-4-0	Scrapped 1898.	
25	B	4-4-0	Scrapped 1898.	
26	F	0-6-0	525	A-?
27	F	0-6-0	502	G-?
28	F	0-6-0	503	G-?
29	B	4-4-0	504	G-?
30	B	4-4-0	529	A-?
31	F	0-6-0	Retired prior to 1898.	
32	F	0-6-0	505	G-?
33	A	4-4-0	506	G-?
34	A	4-4-0	533	A-?
35	A	4-4-0	534	A-?
36	A	4-4-0	535	A-?
37	F	0-6-0	Retired prior to 1898.	
38	F	0-6-0	536	A-?
39	E	0-4-0	508	G-?
40	A	4-4-0	509	E-1
41	A	4-4-0	540	A-2
42	F	0-6-0	541	A-1
43	A	4-4-0	510	G-1
44	A	4-4-0	Retired prior to 1898.	
			Retired prior to 1898.	

The records are not clear on engine that became No. 501. This number was either transferred to a Class G-1 engine or the old engine was given a new classification. No. 510 was a standard Class G-1 engine which came from C. B. & Q. prior to 1898.

## Kansas City, St. Joseph & Council Bluffs Railroad

### Changes from 1898 to 1904

1898	New CB&Q No., 1904
No.	
501	No. given to Class G-1, 1900. Probably an engine from CB&Q.
502	Old Class F. No further record.
503	Replaced 1900 by Class D-1, CB&Q #1190. Rebuilt to Class G-4.
504	Replaced 1900 by Class D-1, CB&Q #1344. Rebuilt to Class G-4.
505	Replaced 1900 by Class G-4, CB&Q #1445.
506	Old Class F, sold 1899. Replaced by Class G-4, CB&Q #1417.
507	Replaced 1900 by Class G-1, CB&Q #1231. Relettered H&StJ.
508	Class F, sold 1899. New 0-6-0, Class G-3, built at Aurora 1900. Relettered H&StJ #508.
509	Class E-1. Probably from CB&Q originally.
510	Class G-1. Probably from CB&Q originally.
511	Replaced 1899 by Class D-1, CB&Q #326. Rebuilt to Class G-4. Relettered StLK&NW #511.

1898 No.	New CB&Q No., 1904
512	Replaced 1899 by Class D-1, CB&Q #437. Rebuilt to Class G-4. Relettered StLK&NW #512. 1648
513	Replaced 1899 by Class D-1, CB&Q #1126. Rebuilt to Class G-4. 1651
514	Replaced 1899 by Class D-1, CB&Q #1416. Rebuilt to Class G-4. Relettered StLK&NW #514. 1623
515	Replaced 1899 by Class D-1, CB&Q #1421. Rebuilt to Class G-4. 1624
516	Replaced 1899 by Class D-1, CB&Q #1439. Rebuilt to Class G-4. Relettered StLK&NW #516. 1649
517	Replaced 1899 by Class D-1, CB&Q #1456. Rebuilt to Class G-4. 1627
518	Replaced 1900 by Class E-1, CB&Q #1014. 560
519	0-6-0, Class G-3, built at West Burlington, 1903. 1432
520	0-6-0, Class G-3, built at West Burlington, 1903. 1433
521	Old Class B scrapped 1899. New #521 built 1900. Rogers #5509, 2-6-0, Class H-4. Relettered H&StJ. #521. 1254
522	New engine built 1900. Rogers #5510, 2-6-0, H-4. Relettered H&StJ. 1255
523	New engine built 1900. Rogers #5511, 2-6-0, H-4. Relettered H&StJ. 1256
524	New engine built 1900. Rogers #5512, 2-6-0, H-4. Relettered H&StJ. 1257
525	Old Class B, sold to Kas. & Sou. Ry., 1899. New engine built 1900. Rogers #5513. 2-6-0, H-4. Relettered H&StJ. 1258
526	Class A-2. 265
527	Class A-1. 6
528	Class A-1. 112
529	Old Class B, scrapped 1899. New engine built 1900. Rogers #5514, 2-6-0, Class H-4. Relettered H&StJ. 1259
530	Old Class B, scrapped. New 0-6-0, Class G-3 from StLK&NW, 1903. 1434
531	Class A-1. 113
532	Class A-1. 29
534	Class A. Replaced 1900 by Class A-2, CB&Q #1402. This engine in turn replaced by new engine 1903. 0-6-0, Class G-3. Built W. B. Shops. 1435
535	New engine built West Burlington, 1903. 0-6-0, Class G-3. 1436
536	Old Class A. Retired prior to 1904. 3
537	Class A-1. 1260
538	New engine built 1900. Rogers #5515. 2-6-0, H-4. Relettered H&StJ. 114
539	Class A-1. 290
540	Class A-2. 4
541	Class A-1. 60
542	Class A-1. Sold to Keokuk & Western, 1902. New #542 built West Burlington 1903. 0-6-0, Class G-3. 1437
543	Replaced by Class A-1, CB&Q #1412. 30
544	Old Class B, sold 1899. New engine built 1900. Rogers #5516, 2-6-0, Class H-4. Relettered H&StJ. 1261
545	CB&Q #1562, received 1900. 2-6-0, H-4. Relettered H&StJ. 1262
546	CB&Q #938, received 1901. 4-4-0, Class A-1. 44
547	CB&Q #939, received 1901. 4-4-0, Class A-1. Sold to K. & W. 1902. New #547 built West Burlington, 1903. 0-6-0, Class G-3. 61 1438
548	CB&Q #1028, received 1901. 4-4-0, Class A-1. 31
549	CB&Q #1042, received 1901. 4-4-0, Class A-2. Scrapped 11-03.
550	CB&Q #1104, received 1900. 4-4-0, Class A-2. New #550 built West Burlington, 1903. 0-6-0, Class G-3. 1439
551	CB&Q #1116, received 1900. 4-4-0, Class A-2. 266
552	CB&Q #1249, received 1900. 4-4-0, Class A-2. Sold to StL&H, 1900.
553	CB&Q #1338, received 1900. 4-4-0, Class A-2. Sold 6-30-03.
554	CB&Q #1367, received 1900. 4-4-0, Class A-2. Scrapped 1903.
555	CB&Q #1307, received 1900. 4-4-0, Class A-2. Sold 5-30-03.
556	New engine built at West Burlington, 1903. 0-6-0, Class G-3. 1440
557	CB&Q #1460, received 1900. 0-6-0, Class G-1. 1313
558	Vacant
559	Vacant

1898  
No.

New CB&Q  
No., 1904

560	CB&Q #1035, received 1900.	2-6-0, Class H-I.	1069
561	CB&Q #1037, received 1900.	2-6-0, Class H-I.	1075
562	CB&Q #1043, received 1900.	2-6-0, Class H-I.	1076
563	CB&Q #1051, received 1900.	2-6-0, Class H-I.	1077
564	CB&Q #1107, received 1900.	2-6-0, Class H-I.	1078
565	CB&Q #1164, received 1900.	2-6-0, Class H-I.	1038
566	CB&Q #1179, received 1900.	2-6-0, Class H-I.	1039
567	CB&Q #1207, received 1900.	2-6-0, Class H-I.	1034
568	CB&Q #1235, received 1900.	2-6-0, Class H-I.	1035
569	CB&Q #1290, received 1900.	2-6-0, Class H-I.	1036
574	CB&Q #1484, received 1901.	2-6-0, Class H-I.	1091
575	CB&Q #1496, received 1901.	2-6-0, Class H-I.	1092

570 to 573	2-6-2, Class R-2, received from Baldwin Locomotive Works in 1901.	Lettered H&StJ.	1728 to 1731
580 to 589	2-8-0, Class D-4-A, received from Schenectady Works in 1903.	Lettered H&StJ.	3100 to 3109

No. 570 to No. 573 were ordered originally as H. & St. J. No. 681 to No. 684. The change was made by the builders before the engines were delivered. Note in the records of the Railroad states "As these engines were to be used on the Hannibal & St. Joseph R. R. they were lettered with the initials of that road."

### Hannibal & St. Joseph Railroad

The Hannibal & St. Joseph Railroad was chartered February 16, 1847, to build a railroad from Hannibal to St. Joseph, Mo. The road had been organized by local interests and had only completed thirty five miles during the first ten years. Then with financial help from the same men who were backing the C. B. & Q. the line was completed to St. Joseph in 1859. The branches were built under separate charters and acquired by consolidation. A line was built from Palmyra, Mo. to Quincy, Ill. where connections were made with the C. B. & Q. The bridge at this point was built about 1868 and in 1869 the line from Cameron Junction, Mo. to Kansas City including a bridge over the Missouri River, was completed. Thru trains from Chicago to Kansas City were being operated in that year. The branch from St. Joseph to Atchison, Kas. used 6.07 miles of leased track. This road had from an early date been a valuable feeder to the C. B. & Q., the report of the latter road for 1871 showing that a total of \$300,000.00 worth of business had been received from the H. & St. J. in that year. The C. B. & Q. acquired a controlling interest in the road in 1882 and while it was operated as a separate railroad for several years, it has always been an important part of the Burlington System.

The early locomotives of this road were of the 4-4-0 type and carried names until about 1876. A list of the locomotives for that year is given on the next page. The next available list is one for 1897. By

that time most of the older engines had been replaced by standard Burlington engines. A great many of these were of the 4-4-0 type but a few moguls were in use. In 1898 this road was assigned numbers in the 600 series. The changes as made at that time are shown in the following lists. During the next few years, a great many engines were transferred to this road from the C. B. & Q. and a number of new ones built for service on this road. Many of these were the property of other controlled roads but were lettered with the initials of the H. & St. J.

## Hannibal & St. Joseph Railroad

### List of Locomotives, 1876

1	Albany	Bemis & Co.	1855
2	Hannibal	Mason	1855
3	St. Joseph	Mason	1855
4	General Lyon	Mason	1856
5	R. M. Stewart	Mason	1856
6	Linn	Bemis & Co.	1856
7	Clinton	Bemis & Co.	1856
8	Caldwell	Bemis & Co.	1856
9	Macon	Bemis & Co.	1856
10	Marion	Bemis & Co.	1856
11	Missouri	Mason	1859
12	Shelby	Bemis & Co.	1856
13	Buchanan	Bemis & Co.	1856
14	Livingston	Bemis & Co.	1856
15	Cherokee	Taunton	1859
16	Chippewa	Taunton	1859
17	Mohegan	Taunton	1859
18	Oneida	Taunton	1859
19	Ottawa	Taunton	1859
20	Comanche	Taunton	1859
21	Ontario	Taunton	1859
22	Stranger	Taunton	1859
23	Seminole	Taunton	1859
24	Chickasaw	Taunton	1859
25	Seneca	Taunton	1859
26	Dacotah	Taunton	1859
27	Apache	Taunton	1859
28	Eastern	Boston Loco. Works	1859
29	Western	Boston Loco. Works	1859
30	Omaha	Taunton	1860
31	Miami	Taunton	1860
32	Quincy	Manchester	1864
33	Chicago	J. P. Laird	1864
34	A. L. Foster	Baldwin	1864
35	General Grant	H&StJ	1865
36	General Sherman	H&StJ	1865
37	Silver Heels	Hinkley & Drury	1865
38	Palmyra	Souther	1865
39	Ondawa	Hinkley & Drury	1865
40	Colorado	Manchester	1865
41	Idaho	Manchester	1865
42	Utah	Manchester	1865
43	Nevada	Manchester	1865
44	Sonora	Manchester	1865

45	Montana		Manchester	1865
46	Oregon		Manchester	1865
47	and 48		Rogers	1867
49	to 54		Manchester	1868
55	to 69		Manchester	1869
70	to 79		Manchester	1870

#32 and #33 purchased from C. B. & Q. The names "Quiney" and "Chicago" were probably names assigned by H. & St. J. The "Quiney" was resold to C. B. & Q. in 1876 for \$5,000.00.

### Hannibal & St. Joseph Railroad

#### Inventory of Locomotives, 1-1-97, With Changes as Made in 1898

Old No.	New No.	Class	Old No.	New No.	Class		
1	0-6-0	601	G-I	38	4-4-0	638	A-1
2	0-6-0	602	G-I	39	4-4-0	639	A-1
3	0-6-0	603	G-I	40	4-4-0	640	A-1
4	Vacant			41	4-4-0	641	A-1
5	0-4-0	605	E-I	42	4-4-0	642	A-1
6	0-4-0	606	E-I	43	4-4-0	643	A-1
7	0-6-0	607	G-I	44	4-4-0	644	A-1
8	0-6-0	608	G-I	45	4-4-0	See Note	
9	0-6-0	609	G-I	46	2-6-0	646	H-1
10	2-6-0	648	H-I	47	2-6-0	647	H-1
11	2-6-0	656	H-I	48	0-6-0	610	G-1
12	2-6-0	651	H-I	49	2-6-0	649	H-1
13	4-4-0	652	A-?	50	4-4-0	650	A-2
14	2-6-0	632	H-I	51	2-8-0	612	D-1
15	4-4-0	675	A-I	52	2-8-0	613	D-1
16	4-4-0	676	A-I	53	4-4-0	See Note	
17	2-6-0	677	H-I	54	4-4-0	654	A-1
18	4-4-0	678	A-I	55	2-6-0	655	H-2
19	4-4-0	679	A-I	56	0-6-0	611	G-1
20	4-4-0	680	A-I	57	4-4-0	657	A-1
21	4-4-0	621	A-I	58	4-4-0	658	A-2
22	4-4-0	622	A-I	59	4-4-0	659	A-?
23	4-4-0	623	A-I	60	2-6-0	660	H-2
24	4-4-0	624	A-I	61	2-6-0	661	H-2
25	4-4-0	625	A-I	62	4-4-0	662	A-1
26	4-4-0	626	A-I	63	4-4-0	663	A-2
27	4-4-0	627	A-I	64	4-4-0	664	A-2
28	2-6-0	628	H-I	65	4-4-0	665	A-1
29	4-4-0	629	A-I	66	4-4-0	666	A-2
30	4-4-0	630	A-I	67	4-4-0	667	A-1
31	4-4-0	631	A-I	68	4-4-0	668	A-1
32	0-6-0	614	G-I	69	2-6-0	669	H-1
33	4-4-0	633	A-?	70	2-6-0	670	H-1
34	4-4-0	634	A-I	71	2-6-0	671	H-2
35	4-4-0	635	A-I	72	2-6-0	672	H-1
36	0-6-0	604	G-I	73	2-6-0	673	H-1
37	4-4-0	637	A-I	74	2-6-0	674	H-1

The records are not clear on #45 and #53. Evidently #45 was not changed until 1900 at which time it was given #652 which had in the meantime been vacated. Same is true of #53 which was given #663 in 1900.

## Hannibal & St. Joseph Railroad

Changes from 1898 to 1904

1898 No.	New CB&Q No., 1904
601 0-6-0 G-I.	1330
602 0-6-0 G-I. Relettered KCStJ&CB.	1316
603 0-6-0 G-I. Relettered KCStJ&CB.	1342
604 0-6-0 G-I. Relettered StLK&NW.	1301
605 0-4-0 E-I. Retired prior to 1904.	
606 0-4-0 E-I. Relettered StLK&NW.	571
607 0-6-0 G-I. Relettered StLK&NW.	1372
608 0-6-0 G-I. Relettered StLK&NW.	1373
609 0-6-0 G-I. Relettered KCStJ&CB.	1302
610 0-6-0 G-I. Relettered KCStJ&CB.	1303
611 0-6-0 G-I. Relettered KCStJ&CB.	1304
612 2-8-0 D-I. Relettered StLK&NW. Rebuilt to 0-6-0, Class G-4.	1625
613 2-8-0 D-I. Relettered KCStJ&CB. Rebuilt to 0-6-0, Class G-4.	1626
614 0-6-0 G-I. Relettered KCStJ&CB.	1305
615 2-8-0 D-I. CB&Q #325, received 1898. Rebuilt to 0-6-0, G-4. Relettered StLK&NW.	1601
616 2-8-0 D-I. CB&Q #1455, received 1900. Rebuilt to 0-6-0, G-4. Relettered KCStJ&CB.	1628
617 Vacant	
618 Vacant	
619 Vacant	
620 2-8-0 D-4-A. New engine, Schenectady #26709, 1903.	3110
621 4-4-0 A-I.	115
622 4-4-0 A-I.	45
623 4-4-0 A-I.	32
624 4-4-0 A-I.	46
625 4-4-0 A-I.	116
626 4-4-0 A-I.	117
627 4-4-0 A-I.	118
628 2-6-0 H-I.	1040
629 4-4-0 A-I.	119
630 4-4-0 A-I.	47
631 4-4-0 A-I.	33
632 2-6-0 H-I.	1079
633 4-4-0 A-?. Replaced by new engine 1898. Pittsburgh #1829, 4-4-0, Class A-6. Lettered KCStJ&CB.	473
634 4-4-0 A-I.	48
635 4-4-0 A-I.	49
636 4-4-0 A-6. New engine, Pittsburgh #1830, 1898. Lettered KCStJ&CB.	474
637 4-4-0 A-I.	34
638 4-4-0 A-I.	7
639 4-4-0 A-I.	8
640 4-4-0 A-I.	150
641 4-4-0 A-I.	35
642 4-4-0 A-I.	139
643 4-4-0 A-I.	140
644 4-4-0 A-I. Relettered KCStJ&CB.	50
645 4-4-0 A-6. New engine, Pittsburgh #1831, 1898. Lettered KCStJ&CB.	475
646 2-6-0 H-I.	1080
647 2-6-0 H-I.	1081
648 2-6-0 H-I.	1041
649 2-6-0 H-2.	1136
650 4-4-0 A-2. Relettered CB&KC.	355
651 2-6-0 H-I.	1042

1898  
No.

New CB&Q  
No., 1934

652	4-4-0	A-1.	First #652 retired and #45 assigned this number.	138
653	4-4-0	A-6.	New engine, Pittsburgh #1832, 1898. Lettered KCStJ&CB.	476
654	4-4-0	A-1.	Relettered StLK&NW.	151
655	2-6-0	H-2.		1137
656	2-6-0	H-1.		1043
657	4-4-0	A-1.		36
658	4-4-0	A-2.		354
659	4-4-0	A-?	Replaced by new engine 1903. Schenectady #26710, 2-8-0, Class D-4-A.	3111
660	2-6-0	H-2.		1140
661	2-6-0	H-2.		1156
662	4-4-0	A-1.		152
663	4-4-0	A-2.	First #663 retired and #53 assigned this number.	356
664	4-4-0	A-2.		353
665	4-4-0	A-1.		37
666	4-4-0	A-2.		359
667	4-4-0	A-1.		38
668	4-4-0	A-1.		141
669	2-6-0	H-1.		1082
670	2-6-0	H-1.		1083
671	2-6-0	H-2.		1138
672	2-6-0	H-1.		1084
673	2-6-0	H-1.		1085
674	2-6-0	H-1.		1086
675	4-4-0	A-1.		51
676	4-4-0	A-1.		52
677	2-6-0	H-1.		1044
678	4-4-0	A-1.		120
679	4-4-0	A-1.		53
680	4-4-0	A-1.		54
681	2-6-0	H-1.	CB&Q #1304, received 1900.	1045
682	2-6-0	H-1.	CB&Q #1073, received 1900. Relettered KCStJ&CB.	1001
683	2-6-0	H-1.	CB&Q #1135, received 1900.	1000
684	2-6-0	H-1.	CB&Q #1202, received 1900.	1002
685	2-6-2	R-2.	New engine 1901. Baldwin #18822.	1732
686	2-6-0	H-1.	CB&Q #1495, received 1900.	1092
687	2-6-0	H-1.	CB&Q #1408, received 1900.	1093
688	2-6-0	H-2.	CB&Q #1513, received 1901.	1139
689	2-6-0	H-2.	CB&Q #1530, received 1901.	1141

The following were new engines received in 1903.

690	4-4-2	P-2	Rogers #5888.	2538
691	4-4-2	P-2	Rogers #5889. Changed to StLK&NW #785, 9-03.	2544
692	2-8-0	D-4-A	Schenectady #26711.	3112
693	2-8-0	D-4-B	Baldwin #21899.	3175
694	2-8-0	D-4-B	Baldwin #21915.	3176
695	2-8-0	D-4-B	Baldwin #21943.	3177
696	2-8-0	D-4-B	Baldwin #21953.	3178
697	2-8-0	D-4-B	Baldwin #21960.	3179
698	2-8-0	D-4-B	Baldwin #21977.	3180
699	2-8-0	D-4-B	Baldwin #21985.	3181
700	2-8-0	D-4-B	Baldwin #22075.	3182

The Class P-2 engine evidently became the property of the St. L. K.  
& N. W. R. R. in 1903.

## St. Louis, Keokuk & Northwestern Railroad

This railroad was a reorganization under the title of the St. Louis, Keokuk and Northwestern Railway Co., July 1, 1875, of the Mississippi Valley and Western Railroad which was sold April 14, 1875. Road opened September 11, 1879. Reorganized under the present title on December 3, 1887. The line extended from Keokuk, Iowa to St. Louis, Mo. On June 17, 1889 the line from Keokuk to Mt. Pleasant, Iowa was purchased. This was known as the Mt. Pleasant & Keokuk Railroad. Most of this line has been abandoned in recent years. On March 4, 1894 the line from Currie Junction to St. Peters, Mo. was completed. The St. L. K. & N. W. used the tracks of the C. B. & Q. from Keokuk to Burlington Iowa. From an early date thru trains were operated from St. Louis to St. Paul and Minneapolis, the trains being delivered to the old B. C. R. & N. at Burlington and this arrangement is still in effect with the Rock Island Railroad which took over the B. C. R. & N. in 1902. Thru trains from St. Louis to Denver and the Northwest are operated over this line from St. Louis to Hannibal, Mo. The road was controlled by the C. B. & Q. from about the time the line was opened and no doubt the locomotives were furnished by that road. The first available list is the one dated 1-1-97 and in 1898 this road was assigned numbers in the 700 series. The changes made at that time and until 1904 are shown in the following lists.

### List of 1-1-97 and Changes Made in 1898

Old No.	Class	New No.	Class
1	Vacant		
2	A	728	A-1
3	A	729	A-1
4	A	730	A-1
5	Vacant		
6	C	731	A-7
7	B	732	A-3
8	B	733	A-7
9	A	734	A-1
10	B	735	A-7
11	B	736	A-7
12	B	737	A-7
13	B	738	A-7
14	B	739	A-7
15	A	740	A-2
16	A	741	A-1
17	A	742	A-1
18	A	743	A-2
19	A	744	A-2
20	A	745	A-1
21	A	721	A-1
22	A	722	A-1
23	A	723	A-1
24	A	724	A-1
25	A	725	A-1
26	A	726	A-2
27	A	727	A-2

All of the above were 4-4-0 type. The new numbers were started with #721 for some unknown reason but two engines were later numbered #701 and #703.

# St. Louis, Keokuk & Northwestern Railroad

Changes from 1898 to 1904

1898 No.			New CB&Q No., 1904
721	4-4-0	A-1.	9
722	4-4-0	A-1.	121
723	4-4-0	A-1.	5
724	4-4-0	A-1.	55
725	4-4-0	A-1.	56
726	4-4-0	A-2.	360
727	4-4-0	A-2.	362
728	4-4-0	A-1.	57
729	4-4-0	A-1.	39
730	4-4-0	A-2.	357
731	4-4-0	A-7. Retired prior to 1903.	
732	4-4-0	A-7. Retired prior to 1903.	
733	4-4-0	A-7. Retired prior to 1903.	
734	4-4-0	A-1.	10
735	4-4-0	A-7. Retired prior to 1903.	
736	4-4-0	A-7. Retired prior to 1903.	
737	4-4-0	A-7. Retired prior to 1903.	
738	4-4-0	A-7. Retired prior to 1903.	
739	4-4-0	A-7. Retired prior to 1903.	
740	4-4-0	A-1.	2
741	4-4-0	A-1.	58
742	4-4-0	A-1.	40
743	4-4-0	A-2. Lettered CB&KC.	263
744	4-4-0	A-2.	219
745	4-4-0	A-1.	41
746	4-4-0	A-6. New engine, 1898. Pittsburgh #1833	477
747	4-4-0	A-6. New engine, 1898. Pittsburgh #1834	478
748	4-4-0	A-1. CB&Q #946, received 1901.	59
749	4-4-0	A-1. CB&Q #1288, received 1901.	42
750	4-4-0	A-2. CB&Q #1340, received 1901. Lettered CB&KC.	220
751	4-4-0	A-2. CB&Q #1405, received 1901. Lettered CB&KC.	264
752	4-4-0	A-2. CB&Q #1431, received 1901. Lettered CB&KC.	291
760	2-6-0	H-1. CB&Q #1243, received 1901.	1046
761	2-6-0	H-1. CB&Q #1128, received 1901.	1003
762	2-6-0	H-1. CB&Q #1203, received 1901.	1087
763	2-6-0	H-1. CB&Q #1125, received 1901.	1004
764	2-6-0	H-1. CB&Q #1131, received 1903.	1088
765	2-6-0	H-1. CB&Q #1491, received 1903.	1094
766	2-6-0	H-1. CB&Q #1302, received 1903.	1037
780	4-4-2	P-2. New engine, 1903. Rogers #5916.	2539
781	4-4-2	P-2. New engine, 1903. Rogers #5917.	2540
782	4-4-2	P-2. New engine, 1903. Rogers #5918.	2541
783	4-4-2	P-2. New engine, 1903. Rogers #5922.	2542
784	4-4-2	P-2. New engine, 1903. Rogers #5923.	2543
785	4-4-2	P-2. H&StJ #691, received 9-03. (Rogers #5889, 4-03.)	2544
790 to 793	2-8-0	D-4-A, Schenectady 1903. Lettered H&StJ.	3113 to 3116
701	2-8-0	D-1. CB&Q #1349, received 1901. Rebuilt to 0-6-0, G-4.	1603
703	0-6-0	G-3. New engine, 1903. Built West Burlington. Transferred to KCStJ&CB and renumbered #530 but initials of StLK&NW retained.	1434

## Chicago, Burlington & Kansas City Railroad

The Burlington & Southwestern Railroad was purchased by the C. B. & Q. R. R. in 1881. On August 16, 1881 the name was changed to Chicago, Burlington & Kansas City and a consolidation made with the Kansas City, St. Joseph & Burlington Ry. in Missouri. The B. & S. W. had extended from Viele, Iowa to Laclede, Mo. The K. C. St. J. & B. extended south from Laclede and after the consolidation, was completed to Carrollton, Mo. The C. B. & K. C. used the tracks of the C. B. & Q. from Viele to Burlington and 14 miles of the Wabash from Moulton, Ia. to Bloomfield. The total mileage being operated in 1898 was 220.95 miles. This road had never handled a large volume of business and owned very few locomotives. The first available list is the one dated 1-1-97 which shows a total of 11 engines, all of the 4-4-0 type. Changes made from 1898 to 1904 were as follows:

No. 1897.	Old Class.	No. 1898.	New Class.	New CB&Q No., 1904
1	B	821	A-3. Retired prior to 1904.	
2	A	822	A-1.	43
3	B	823	A-2. Retired.	
		823	A-2. CB&Q #1132, received 1900.	336
4	B	824	A-2. Retired.	
		824	A-2. CB&Q #1323, received 1900.	221
5	B	825	A-2. Retired.	
		825	A-2. CB&Q #1433, received 1900.	292
6	B	826	A-3. Retired prior to 1904.	
7	B	827	A-3. Retired prior to 1904.	
8	B	828	A-3. Retired prior to 1904.	
9	B	829	A-3. Retired prior to 1904.	
10	B	830	A-3. Retired prior to 1904.	
11	B		Retired prior to 1898.	

#840 to #844 2-6-2, Class R-2 received in 1901 from Baldwin Works.

#860 to #864 2-8-0, Class D-4-A and D-4-B received from Baldwin and Schenectady in 1903. All of these engines were lettered with the initials of the H. & St. J. and were assigned to service on that road.

#840 and #841 were ordered as H. & St. J. #686 and #687 but were changed before being delivered.

#801 0-6-0, Class G-2, built by C. B. & Q. 1899. Lettered StLK&NW.	1931
#802 0-6-0, Class G-3, built W. B. Shops, 1903. Lettered StLK&NW.	1441

---

The Baldwin Locomotive Works built four American type engines for the Burlington & Southwestern in 1871 and two of the same type in 1878. Numbers and shop numbers were as follows:

- B. & S. W. #2 Baldwin #2498, 1871
- B. & S. W. #3 Baldwin #2500, 1871
- B. & S. W. #4 Baldwin #2594, 1871
- B. & S. W. #5 Baldwin #2597, 1871
- B. & S. W. #7 Baldwin #4318, 1878
- B. & S. W. #1 Baldwin #4501, 1878

## Keokuk & Western Railroad

The Keokuk & Western Railroad was organized August 19, 1886 by the purchasers of the Missouri, Iowa & Nebraska Railroad. The Keokuk & Western extended from Keokuk to Van Wert, Iowa, 147.97 miles. 5.17 miles of the St. L. K. & N. W. track were used from Alexandria, Mo. to Keokuk. The Des Moines, & Kansas City Railroad, extending from Des Moines, Ia. to Cainesville, Mo., 112 miles, was a reorganization of the Des Moines, Osceola & Southern Railroad, January 10, 1888. This was a narrow-gauge line. It was purchased by the Keokuk & Western December 5, 1895 but the two lines were operated separately until April 1, 1898. The Des Moines & Kansas City was widened to standard gauge in 1897. The two lines with 259.97 miles of track were being operated as the Keokuk & Western when purchased by the C. B. & Q. in 1898. It continued under the name of the Keokuk & Western until 1904.

The numbers of the locomotives were not changed at the time of purchase, the K. & W. numbers being carried until 1903. In 1903 the numbers were changed to the 800 series. No effort seems to have been made to segregate the numbers from those of the C. B. & K. C. in the 800 series, in fact two numbers which had been vacated by the C. B. & K. C. subsequent to 1898, were used on K. & W. engines in 1903. A number of the K. & W. engines were transferred to the C. B. & Q. in 1903 but carried their K. & W. numbers until the general change of 1904. None of the locomotives of this road were built to Burlington standards.

Old K&W No.	New No. 1903.		New CB&Q No., 1904
21	44-0	827	A-1. From KCStJ&CB, 1902. 60
30	44-0	830	A-1. From KCStJ&CB, 1902. 61
6	44-0	831	A-2. 358
10	44-0	832	A-2. 337
11	44-0	833	A-2. 338
14	44-0	834	A-2. 361
24	44-0	836	A-2. 293
31	2-6-0	839	H-1. CB&Q #1483, received 1901, relettered StLK&NW. 1095
18	4-6-0	845	K-6. 900
19	4-6-0	846	K-6. 901
20	4-6-0	847	K-6. 902
15	4-6-0	848	K-7. 910
16	4-6-0	849	K-7. 911
17	4-6-0	850	K-7. 912
13	0-6-0	803	G-1. CB&Q #1464, received 1901. 1317

### Transferred to C. B. & Q. in 1903:

K. & W. 12	0-6-0	G-5.	1690
K. & W. 22	4-4-0	A-2.	334
K. & W. 26	4-4-0	A-2.	335
K. & W. 27	4-4-0	A-2.	267
K. & W. 29	4-4-0	A-2.	268

The following were scrapped by C. B. & Q., 1903:

K. & W. 25 4-4-0 A-3.  
K. & W. 3 4-4-0 A-3.  
K. & W. 2 4-4-0 A-3.  
K. & W. 8 4-4-0 A-2.  
K. & W. 9 4-4-0 A-2.  
K. & W. 4 4-4-0 A-3.  
K. & W. 5 4-4-0 A-3.

The class given for these was assigned by the C. B. & Q.

### Chicago, Burlington & Northern Railroad

The Chicago, Burlington & Northern Railroad was chartered October 21, 1885 and opened November 1, 1886. The main line of the road extended from Oregon, Ill. to St. Paul, Minn. and from Fulton, Ill. to Savanna, Ill. with branches from Galena Junction to Galena, Ill., East Dubuque, Ill. to Dubuque, Ia. and from East Winona, Wis. to Winona, Minn. The tracks of the Great Northern Railroad were used from St. Paul to Minneapolis. The C. B. & Q. R. R. had close traffic relations with the C. B. & N. and in 1890 acquired a controlling interest in the road. In 1899, complete ownership was acquired. This line has developed into a very important part of the Burlington System. It is advertised as the "Mississippi Scenic Route" and is well named.

The C. B. & N. owned 58 locomotives in 1898 at which time this road was assigned numbers in the 900 series. During this year two of the C. B. & N. engines were transferred to the C. B. & Q. for three smaller engines. When the C. B. & Q. acquired the road in 1899, the locomotives were re-lettered with the initials of the C. B. & Q. but the numbers in 900 series were continued until the change of 1904. During this period a few were transferred to other controlled roads. With the exception of fifteen ten-wheel engines, they were all built to the standards of the C. B. & Q. and most of them remained in service for many years.

### Locomotives of C. B. & N. R. R.

Original CB&N No.		New CB&N No., 1898	New CB&Q No., 1899	Changes, 1899 to 1904	New CB&Q No., 1904
1	Rhode Island #1579	1886	916	916	62
2	Rhode Island #1580	1886	917	917	63
3	Rhode Island #1630	1886	918	918	64
4	Rhode Island #1631	1886	919	919	65
5	Rhode Island #1632	1886	920	920	66
6	Rhode Island #1633	1886	921	921	67
7	Rhode Island #1634	1886	922	922	68
8	Rhode Island #1635	1886	923	923	69
9	Rhode Island #1636	1886	924	924	70
10	Rhode Island #1637	1886	925	925	71
11	Rhode Island #1638	1886	926	1362 (8-98)	108
12	Rhode Island #1639	1886	927	1373 (8-98)	109

Original Dimensions, Cyls. 18x24", Drs. 69", Wt. 84,800#

50	Rhode Island	#1581	1886	928	928		72
51	Rhode Island	#1582	1886	929	929		73
52	Rhode Island	#1583	1886	930	930		74
53	Rhode Island	#1604	1886	931	931		75
54	Rhode Island	#1605	1886	932	932		76
55	Rhode Island	#1606	1886	933	933		77
56	Rhode Island	#1613	1886	934	934		78
57	Rhode Island	#1614	1886	935	935		79
58	Rhode Island	#1615	1886	936	936		80
59	Rhode Island	#1616	1886	937	937		81
60	Rhode Island	#1617	1886	938	938	KCStJ&CB 546	44
61	Rhode Island	#1618	1886	939	939	KCStJ&CB 547, K&W 30 K&W 830	61
62	Rhode Island	#1619	1886	940	940		82
63	Rhode Island	#1620	1886	941	941		83
64	Rhode Island	#1621	1886	942	942		84
65	Rhode Island	#1622	1886	943	943		85
66	Rhode Island	#1623	1886	944	944		86
67	Rhode Island	#1624	1886	945	945		87
68	Rhode Island	#1625	1886	946	946	StLK&NW 748	59
69	Rhode Island	#1626	1886	947	947		88
70	Rhode Island	#1627	1886	948	948		89
71	Rhode Island	#1628	1886	949	949		90
72	Rhode Island	#1629	1886	950	950		91

Original Dimensions, Cyls., 18x24", Drs. 65", Wt. 83,400#

#1 to #12 and #50 to #72, 4-4-0 type. All became Class A-1, 1898.

100	Rhode Island	#1598	1886	901	901	Retired	
101	Rhode Island	#1599	1886	902	902		573
102	Rhode Island	#1600	1886	903	903	Retired	
103	Rhode Island	#1601	1886	904	904		574
104	Rhode Island	#1602	1886	905	905	Retired	
105	Rhode Island	#1603	1886	906			575

#100 to #105, 0-4-0. Cyls., 16x22", Drs. 52", Wt. 60,000#

Became Class E-1, 1898.

106	Rogers	#4741	1892	909	909		1358
107	Rogers	#4742	1892	910	910		1359

Cyls., 18x24", Drs. 52", Wt. 85,000#. Became Class G-1, 1898.

150	Hinkley	#1710	1887	976	976		676
151	Hinkley	#1711	1887	981	981		681
152	Hinkley	#1712	1887	982	982		682
153	Hinkley	#1713	1887	977	977		677
154	Hinkley	#1714	1887	983	983		683
155	Hinkley	#1715	1887	978	978		678
156	Hinkley	#1716	1887	984	984		684
157	Hinkley	#1717	1887	985	985		685
158	Hinkley	#1718	1887	979	979		679
159	Hinkley	#1719	1887	986	986		686

160	Hinkley	#1720	1887	987	987	687
161	Hinkley	#1721	1887	988	988	688
162	Hinkley	#1722	1887	989	989	689
163	Hinkley	#1723	1887	980	980	680
164	Hinkley	#1724	1887	990	990	690

Cyls. 19x24", Drs. 69", Wt., Drs. 90,200# Total 117,200#  
 Cyls. 19x24", Drs. 64", Wt., Drs. 90,200# Total 117,200#

Originally Class B on C. B. & N. but became Class K-3 in 1898.

CB&Q	#188, received 8-98.	913	913		426
CB&Q	#1373, received 8-98.	914	914	Scrapped 3-03	
CB&Q	#362, received 8-98.	915	915		415

4-4-0 type, Class A-3.

Not many changes have been made in the locomotives of the Burlington since Part One of the history was published. The most notable change being three Class 0-5 engines built at West Burlington and that Class S-4 engine #3002 was rebuilt with roller bearings throughout and was converted to a "stream-liner" with an outside coat of stainless steel. This engine is now known as Class S-4-A and has been renumbered 4000. All told, eight of the M-4 engines have been rebuilt to M-4-A, numbers 6310, 6314, 6321, 6323, 6324, 6325, 6326 and 6327. Very few locomotives have been retired in the last two years.

## **Errors in Part One**

Page 7—

KCStJ&CB 15 Aurora 1882 etc. should read StLK&NW 15 Aurora 1882 etc.

CB&Q 412 Manch. #1218 1885 CB&Q 412 etc., should read CB&Q 412 Manch. #1218 1885 CB&Q 1412 etc.

Page 15—

J&StL 3 Baldwin etc., should read I&StL 3 Baldwin etc.

Page 48—

2056 Baldwin #28487, 1906 etc., should read 2056 Baldwin #28449, 1906 etc.

Page 52—

Column heading should read "New CB&Q No., 1904."

CB&Q #1580 became #2524 in 1904.

Page 57—

#2947 rebuilt to Class S-2-A.

Page 61—

Column heading should read "New CB&Q No., 1904."

Page 65—

5095 Baldwin 1918. #50677.

Page 71—

6314 Baldwin 1927 #60254

6315 Baldwin 1927 #60255

Page 72—

6322 Baldwin 1929 #60767

6323 Baldwin 1929 #60768

6324 Baldwin 1929 #60769

**In Memory of**

WILLIAM GILLETTE  
Hadlyme, Connecticut  
Who Died April 29, 1937.

JOHN H. INGRAHAM  
154 St. Andrews Lane  
Glencove, Nassau Co., N. Y.  
Who Died March 15, 1937.

KARL E. SCHLACHTER  
Piermont-on-Hudson, N. Y.  
Who Died May 25, 1937.

FRANK J. SPAULDING  
Chelmsford, Massachusetts  
Who Died March 5, 1937.

